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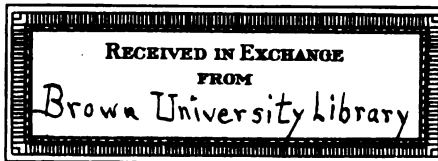
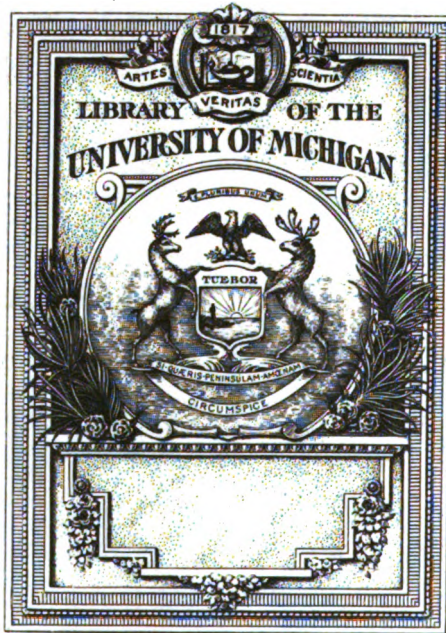
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# SESSIONAL PAPERS

VOLUME 10

FOURTH SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1907-8



VOLUME XLII





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### CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the nine months ended 31st March, 1907. Partial report presented 28th November, 1907, by Hon. W. S. Fielding; also 2nd December and 17th December . . . . . *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal period of nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*
3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1909. Presented 11th December, 1907, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*
- 3a. Further Supplementary Estimates for the year ending 31st March, 1909. Presented 9th July, 1908, by Hon. W. S. Fielding... *Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the twelve months ending 31st March, 1908. Presented 3rd February, 1908, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*
- 4a. Supplementary Estimates for the year ended 31st March, 1908. Presented 16th March, 1908, by Hon. W. S. Fielding... *Printed for both distribution and sessional papers.*
5. (No issue.)
6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1907. Presented 8th May, 1908, by Hon. S. A. Fisher.  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1907. Presented 29th June, 1908, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1907.  
*Printed for both distribution and sessional papers.*
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1907. Presented 14th May, 1908, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*

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**CONTENTS OF VOLUME 5.**

10. Report of the Department of Trade and Commerce, for the fiscal year (nine months) ended 31st March, 1907. Part I.—Canadian Trade. Presented 29th November, 1907, by Hon. W. S. Fielding. Part II.—Trade of Foreign Countries and Treaties and Conventions. Presented 11th March, by Hon. W. Paterson.

*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 6.**

- 10a. Convention respecting the Commercial Relations between France and Canada, entered into at Paris on the 19th day of September, 1907, between His Majesty and the President of the French Republic. Presented 28th November, 1907, by Hon. W. S. Fielding.

*Printed for both distribution and sessional papers.*

- 10b. Correspondence and memoranda in connection with the Convention of 1907, respecting the commercial relations between France and Canada. Presented 9th January, 1908, by Hon. W. S. Fielding. . . . .

*Printed for both distribution and sessional papers.*

- 10c. Supplement to Report of Department of Trade and Commerce, with statistics showing steamship traffic, &c. Presented 17th March, 1908, by Sir Wilfrid Laurier.

*Printed for both distribution and sessional papers.*

11. Tables of the Trade and Navigation of Canada, for the nine months of the fiscal year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. W. Paterson.

*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 7.**

12. Inland Revenues of Canada. Excise, &c., for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures, Gas and Electric Light, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

*Printed for both distribution and sessional papers.*

14. Report on Adulteration of Food, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

*Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for the year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. S. A. Fisher.

*Printed for both distribution and sessional papers.*

- 15a. Report of the Dairy and Cold Storage Commissioner for the year ending 31st March, 1907. Presented 10th February, 1908, by Sir Wilfrid Laurier.

*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 8.**

16. Report of the Directors and Officers of the Experimental Farms for 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.

*Printed for both distribution and sessional papers.*

17. Criminal Statistics for the year ended 30th September, 1907.

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- 17a. Census of Population and Agriculture of the Northwest Provinces: Manitoba, Saskatchewan and Alberta, 1906. Presented 18th February, 1908, by Hon. S. A. Fisher. See 17a, 1907.

- 17b. Return of By-Elections for the House of Commons of Canada, held during the year 1907. Presented 6th March, 1908, by Sir Wilfrid Laurier.

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18. Canadian Archives. See No. 15, page lv.



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- 19a.** Georgian Bay Ship Canal Survey. Report on the Precise Levelling; from 1904 to 1907. Published by the Department of Public Works.  
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- 19b.** Progress Report of the International Waterways Commission. Supplementary Report to 31st December, 1907. Presented 5th June, 1908, by Sir Wilfrid Laurier.  
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- 19c.** Supplementary Report of the International Waterways Commission, 1908.  
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- 20.** Report of the Department of Railways and Canals, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.  
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- 20a.** Canal Statistics for the season of navigation, 1906.  
*Printed for both distribution and sessional papers.*
- 20b.** Railway Statistics of Canada for the year ended 30th June, 1907. Presented 16th January, 1908, by Hon. G. P. Graham.  
*Printed for both distribution and sessional papers.*
- 20c.** Second Report of the Board of Railway Commissioners for Canada, 1st April, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.  
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- 21.** Report of the Department of Marine and Fisheries (Marine) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.  
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- 21a.** Seventh Report of the Geographic Board of Canada, 1907-8.  
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- 21b.** List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on the 31st December, 1907. Presented 24th June, 1908, by Hon. L. P. Brodeur.  
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- 21c.** Report on British and Continental Ports, with a view to the development of the port of Montreal and Canadian transportation.  
*Printed for both distribution and sessional papers.*
- 22.** Report of the Department of Marine and Fisheries (Fisheries) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.  
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- 23.** Report of the Harbour Commissioners. &c.  
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- 23a.** Report of the Chairman of the Board of Steamboat Inspection, 1907. Presented 27th February, 1908, by Hon. L. P. Brodeur.  
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- 25.** Report of the Department of the Interior, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. F. Oliver.  
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- 25b.** Annual Report of the Topographical Surveys Branch (Department of the Interior) 1906-7. Presented 8th June, 1908, by Hon. F. Oliver.  
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- 25c.** Report of the Commissioner of the Yukon Territory, for the year ended 31st March, 1908....*Printed for both distribution and sessional papers.*
- 25d.** Correspondence and papers relating to Seed Grain in Saskatchewan and Alberta. Presented 18th July, 1908, by Hon. F. Oliver.  
*Printed for both distribution and sessional papers.*
- 26.** Summary Report of the Department of Mines (Geological Survey), for the calendar year 1907. Presented 16th January, 1908, by Hon. W. Templeman.  
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- 26a.** Summary Report of the Mines Branch of the Department of Mines, for the fiscal year 1907-8. Presented 17th July, 1908, by Hon. W. Templeman.  
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- 27.** Report of the Department of Indian Affairs, for the year ended 31st March, 1907. Presented 29th November, 1907, by Hon. F. Oliver.  
*Printed for both distribution and sessional papers.*
- 28.** Report of the Royal Northwest Mounted Police, 1907. Presented 29th January, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
- 29.** Report of the Secretary of State of Canada, for the year 1907.  
*Printed for both distribution and sessional papers.*

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- 29a.** Report of the Royal Commission on the Civil Service, with appendices and evidence taken before the Commissioners. Presented 26th March, 1908, by Hon. W. S. Fielding; also Analytical Index of evidence and memorials.  
*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 16.**

- 29a.** Report of the Royal Commission on the Civil Service—*Continued.*
- 30.** Civil Service List of Canada, 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 17.**

- 31.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1907. Presented 8th May, 1908, by Hon. S. A. Fisher.  
*Printed for both distribution and sessional papers.*
- 32.** Annual Report of the Department of Public Printing and Stationery, 1907. Presented 11th May, 1908, by Hon. S. A. Fisher...*Printed for both distribution and sessional papers.*
- 33.** Report of the Joint Librarians of Parliament for the year 1907. Presented 28th November, 1907, by the Hon. the Speaker...*Printed for sessional papers.*

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- 34.** Report of the Minister of Justice as to Penitentiaries of Canada, for the nine months ended 31st March, 1907. Presented 4th December, 1907, by Hon. J. Bureau.  
*Printed for both distribution and sessional papers.*
- 35.** Annual Report of the Militia Council of Canada, 1907. (Interim Report presented 6th March, 1908.)...*Printed for both distribution and sessional papers.*
- 36.** Report of the Department of Labour, for the nine months ended 31st March, 1907. Presented 18th December, 1907, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 36a.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on his mission to England to confer with the British authorities on the subject of immigration to Canada from the Orient, and immigration from India, in particular  
*Printed for both distribution and sessional papers.*
- 36b.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on the need for the suppression of the opium traffic in Canada. Presented 3rd July, 1908, by Hon. R. Lemieux...*Printed for both distribution and sessional papers.*
- 36c.** Return to an address of the Senate, dated 16th July, for all correspondence, reports, memorials and protests forwarded to the Government in connection with the opium trade in Canada, whether asking for the suppression of said trade or otherwise. Presented 18th July, 1908.—*Hon. Sir Mackenzie Bowell*...*Not printed.*
- 37.** Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House, number 9. Presented 2nd December, 1907, by the Hon. The Speaker...*Not printed.*
- 37a.** Return to an order of the House of Commons, dated 10th February, 1908. Minutes of proceedings of the Board of Internal Economy of the House of Commons from 1st January, 1902, to 1st January, 1908. Presented 6th March, 1908.—*Mr. Boche (Marquette)*.  
*Not printed.*
- 38.** A copy of the new rules of the Supreme Court of Canada, promulgated on the 19th day of June, 1907. Presented 28th November, 1907, by the Hon. The Speaker.....*Not printed.*
- 38a.** Rules and orders of the Supreme Court of Judicature for Ontario, passed on the 27th March, 1908, under the power conferred by the Criminal Code. Presented 12th May, 1908, by Hon. A. B. Aylesworth...*Not printed.*
- 39.** Return to an order of the House of Commons, dated 6th July, 1908, showing the length of the National Transcontinental Railway from Moncton, New Brunswick, to Prince Rupert, in the province of British Columbia, and the estimated cost of the same. Presented 6th July, 1908.—*Hon. G. P. Graham*...*Not printed.*
- 39a.** Report of the Commissioners of the Transcontinental Railway for the fiscal period ending 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.  
*Printed for both distribution and sessional papers.*
- 39b.** Supplementary return to an order of the House of Commons, dated 12th December, 1907, showing: 1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total number so ascertained of each tender. Presented 24th January, 1908. —*Mr. Schell (Glengarry)*...*Not printed.*
- 39c.** Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all tenders received up to date (30th November, 1907) by, and now under contract to, the commission appointed for the construction of that portion of the line of the

### CONTENTS OF VOLUME 17—*Continued.*

Transcontinental Railway between the city of Winnipeg, in the province of Manitoba, and the city of Moncton, in the province of New Brunswick; that such copy or return shall contain (1) signatures attached to the tenders; (2) the total amount of each tender as "moneyed out" by the said commission; (3) the quantity of each class or kind of material as used by the said commission in figuring out the cost; (4) the price per unit of prices submitted by those who responded to the invitation for tenders; and (5) the total cost of each item in the schedule, which, added together, gives the grand total cost of each undertaking tendered for. Presented 24th January, 1908.—*Mr. Taylor*... ..*Not printed.*

**39d.** Return to an order of the House of Commons, dated 29th January, 1908, showing to whom, and when, the National Transcontinental Railway Commission awarded contracts for the transportation of supplies, on District E, between the following points, namely:—(a)Grassett to Cache 9, (b)Montizambert to New Cache 9 A, on Negogami river; (c)Jackfish to Caches 10, 11 A, and 12 (d)Nipigon to Caches 12 A, 13, 14, 15, Ombabika and Wabinoash warehouses and Cache 16, on District F; the distances in each contract, the contract rate and terms; the amounts that have been paid to date on each contract; who erected the cache and dwelling house at the line crossing on Kebinakagami river; also the new buildings at line crossing of Negogami river, and the warehouses at Jackfish; the cost of these buildings, respectively; and if tenders were invited for above transportation and building contracts. Presented 6th February, 1908.—*Mr. Boyce*.

*Not printed.*

**39e.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of the clauses and conditions, regulations and specifications contained in the contracts, in virtue of which the National Transcontinental Railway is being built, and that are for the purpose of safeguarding, securing and guaranteeing the suppliers of the contractors, to whom the work of construction has been accorded, the payment of their claims against the said contractors; likewise a list of the contracts signed, up to the present, in which appear the said clauses guaranteeing or securing the said suppliers the payment of their said bills or claims. Presented 13th February, 1908.—*Mr. Morin*.

*Not printed.*

**39f.** Return (in part) to an Address of the House of Commons, dated 23rd March, 1908, for a copy of all orders in council, reports, surveys, contracts, tenders, agreements, books, memoranda, documents, and papers of every kind, showing, relating to, or concerning the length of the National Transcontinental Railway from (a) Winnipeg to Quebec, (b)Quebec to Moncton, and the estimated or probable average cost per mile of the same, and all other information relating to the total cost or the cost per mile of the said railway. Presented 21st April, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*

**39g.** Letters from the chairman of the Board of Commissioners of the Transcontinental Railway, the chief engineer and others, in connection with certain allegations made by Major A. E. Hodgins, late district engineer of Section F, Transcontinental Railway. Presented 24th April, 1908, by Sir Wilfrid Laurier... ..*Not printed.*

**39h.** Copy of the commission appointing Lucien Pacaud, Esquire, of the city of Quebec, as police magistrate, to carry out the law against the sale of intoxicating liquors within certain limits, along the line of the eastern extension of the Transcontinental Railway. Presented 8th May, 1908, by Hon. A. B. Aylesworth... ..*Not printed.*

**39i.** Return to an order of the Senate, dated 1st April, 1908, based on the records in the offices of the Railway Commission, showing the total number of persons killed or injured by being struck by engines or trains on highway crossings, said return to show the number of persons so killed or injured on the lines of each railway company separately for the years ending 31st March, 1905, 1906 and 1907, such return to include all persons killed or injured as above described irrespective of any contention of the railway companies or opinion of the officers of the Railway Commission as to the legal rights of the said persons to use the highway crossing at the time of the accidents. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*... ..*Not printed.*

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**CONTENTS OF VOLUME 17—Continued.**

- 39j.** Return to an order of the Senate, dated 9th April, 1908, giving a list of all railways in Canada which are not under the control or jurisdiction of the Board of Railway Commissioners; and stating in each case the reason why the railway is not controlled by the commission. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*....*Not printed.*
- 39k.** Return (in part) to an order of the Senate, dated 27th March, 1908, showing, separately, the highway crossings at rail level on all railways, except railways under construction, within the jurisdiction of the Railway Commission in respect of which highway crossings, protection has been ordered by the board since its organization, said return to give the character of the protection ordered in each case, the name of the railway company, the local designation of each highway crossing, and the county and province in which it is situated, and the date of the order and regulation in respect thereof; also a similar return giving the highway crossings ordered to be protected by the proper authority in each case on all railways not under the control of the board, including the Intercolonial Railway, and including orders made regarding railways under construction; also a similar return respecting all highway crossings, which had orders and regulations in respect to them in force, on the 1st day of February, 1904. Presented 18th July, 1908.—*Hon. Mr. Ferguson*... ..*Not printed.*
- 39l.** Supplementary Return to No. 39k. Presented 4th June, 1908... ..*Not printed.*
- 40.** Ordinances of the Yukon Territory passed by the Yukon Council in the year 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 41.** General Orders issued to the militia between 2nd November, 1906, and 1st November, 1907. Presented 9th December, 1907, by Sir Frederick Borden... ..*Not printed.*
- 41a.** Dress Regulations for the Canadian militia, 1907. Presented 9th December, 1907, by Sir Frederick Borden... ..*Not printed.*
- 42.** Ross Rifle Hand-book, 1907. Presented 9th December, 1907, by Sir Frederick Borden.  
*Not printed.*
- 43.** Return under chapter 125 (R.S.C.), 1906, intituled: "An Act respecting Trades Unions," submitted to Parliament in accordance with section 33 of the said Act. Presented 9th December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 44.** A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return, 4th December, 1906, submitted to the Parliament of Canada under section 32, chapter 19, of the Revised Statutes of Canada, 1906. Presented 9th December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 45.** Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return, under such resolution. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 46.** Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1906, and 1st December, 1907, in accordance with provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 47.** Return of orders in council which have been published in the *Canada Gazette* between 1st December, 1906, and 1st December, 1907, in accordance with the provisions of section 8 of chapter 55 of the Revised Statutes of Canada, 1906. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 48.** Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1907, to the 28th November, 1907, in accordance with the Appropriation Act of 1907. Presented 11th December, 1907, by Hon. W. S. Fielding... ..*Not printed.*

### CONTENTS OF VOLUME 17—*Continued.*

49. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the nine months ending 31st March, 1907. Presented 11th December, 1907, by Hon. W. S. Fielding. . . . . *Not printed.*
50. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1907-8. Presented 11th December, 1907, by Hon. W. S. Fielding. . . . . *Not printed.*
51. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1907, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 11th December, 1907, by Hon. W. S. Fielding. . . . . *Not printed.*
52. Return to an address of the House of Commons, dated 11th December, 1907, showing:  
1. The names (a) of members of parliament and (b) ex-members of parliament who have been appointed to the Senate by the present administration, distinguishing between classes (a) and (b), giving the date of retirement in class (b) and date of appointment in all cases. 2. The names of members of parliament and of ex-members of parliament appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. 3. The names of senators and ex-senators appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. Presented 12th December, 1907.—*Mr. Lennox*. . . . . *Not printed.*
53. Exchequer Court rules (amended), general order of the 12th September, 1907. Presented 12th December, 1907, by Sir Wilfrid Laurier. . . . . *Not printed.*
54. Copy of articles of convention of the 21st August, 1906, between the United States and Great Britain, as to the demarcation of the boundary line between Alaska in the United States and the British possessions in North America. Presented 16th December, 1907, by Hon F. Oliver. . . . . *Printed for sessional papers.*
- 54a. Copy of a treaty between Great Britain and the United States providing for the more complete definition and demarcation of the international boundary between the Dominion of Canada and the United States, signed at Washington on 11th April, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier. . . . .  
*Printed for both distribution and sessional papers.*
- 54b. Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States for the definition and demarcation of the international boundary between Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
55. Report of the investigation held last winter by Augustus Power, K.C., of the Justice Department, in respect of Mr. F. T. Congdon. Presented 16th December, 1907, by Hon. F. Oliver. . . . . *Not printed.*
- 55a. (1) Return to an order of the House of Commons, dated 13th January, 1908, showing all correspondence, petitions, statements, reports and papers having any relation to the claim of Mrs. Louise F. Wiley, and her infant daughter, concerning certain mining claims held by her husband in the Yukon, and which on his death without will are allowed to have gone into the possession or trusteeship of Frederick Tennyson Congdon, then public administrator in the Yukon, under appointment of the Dominion government, and all correspondence, reports, and papers, bearing upon Mr. Congdon's examination, defence and connection therewith. Presented 24th February, 1908.—*Mr. Foster*. . . . . *Not printed.*
- 55a. (2) Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, correspondence, reports, memoranda, evidence and other documents and papers of every description relating to the estate of the late Orren



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### CONTENTS OF VOLUME 17—*Continued.*

Leonard Wiley, or to the claim of Louise F. Wiley, or of her infant daughter, against the government or against Frederick T. Congdon as public administrator of the Yukon Territory, or otherwise as an official of the government, or to any charges against the said Frederick T. Congdon as public administrator or otherwise as an official or employee of this government; excluding therefrom, however, any papers relating to the subjects which may be included in return ordered on the 13th instant, on motion of the honourable member for North Toronto. Presented 24th February, 1908.—*Mr. Foster.*  
*Not printed.*

- 55b.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council, correspondence, evidence, memoranda and other documents and papers of every description, relating to or touching the conduct of all persons who have acted as public administrator in the Yukon Territory, or who have had charge or control by reason of their official position, of the estate of deceased persons in the Yukon Territory. And a copy of all such documents and papers aforesaid as set forth and describe the action, if any, of the government in respect of any claims, charges or proposed proceedings against any such official in respect of his duties, acts or dealings as public administrator. Presented 24th February, 1908.—*Mr. Lennox....Not printed.*
- 55c.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Rev. John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council and in particular letters sent by Rev. John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the premier of Canada, and other ministers, detailing the condition of public matters in the Yukon and the replies thereto. Also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 2nd March, 1908.—*Mr. Foster.. . . .Not printed.*
- 55d.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence relating to the morality of the Yukon. Presented 11th March, 1908.—*Mr. Thompson.. . . .Not printed.*
- 55e.** Return to an order of the House of Commons, dated 10th February, 1908, showing the parties to, whom were made the original grants from the Crown of the lands comprised within the limits of the town of Whitehorse, Yukon Territory, and any assignments made thereof, with names of parties, dates, and consideration therefor. Presented 16th March, 1908.—*Mr. Foster.. . . .Not printed.*
- 55f.** Supplementary return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Reverend John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council; and in particular letters sent by Reverend John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the Premier of Canada and other ministers, detailing the condition of public matters in the Yukon and the replies thereto; also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 7th April, 1908.—*Mr. Foster.. . . .Not printed.*

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- 55g.** Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all letters, memorials, telegrams, petitions, resolutions and other communications, documents and papers from any person or persons in the Yukon to the Prime Minister or to the government, or any member or official of the government, respecting the official acts or conduct of Mr. W. W. B. McInnes as commissioner of the Yukon; including any petition asking for the removal of Mr. McInnes from his position as commissioner. Presented 7th April, 1908.—*Mr. White*. . . . . *Not printed.*
- 55h.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the report made by Mr. Beddoe upon the condition of the books, accounts, &c., of the financial administration of the Yukon, and especially with reference to the condition in the public administrator's office. Presented 21st April, 1908.—*Mr. Foster*.  
*Not printed.*
- 55i.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, correspondence, documents, and papers relating to the appointment of Mr. W. H. P. Clement as legal adviser to the council of the Yukon Territory, or as public administrator in the Yukon Territory, or to any other office of emolument in the Yukon Territory, or relating to the resignation of the said W. H. P. Clement from any such office, or relating to the circumstances under which and reasons for which the said W. H. P. Clement ceased to act as such legal adviser, public administrator or in any other such capacity. Presented 7th May, 1908.—*Mr. Sproule*.  
*Not printed.*
- 56.** Statement of expenditure as to bounty to deep-sea fishermen, for the year 1906-7. Presented 18th December, 1907, by Hon. L. P. Brodeur. . . . . *Not printed.*
- 56a.** Return to an order of the House of Commons, dated 13th January, 1908, showing the names and residences of all fishermen in the county of Cape Breton to whom fishing bounties were paid between 31st December, 1905, and 1st January, 1906, together with a statement of the amount paid to each person, the date on which it was paid, and the name of the officer or person by whom the sum was paid. Presented 11th February, 1908.—*Mr. Borden (Carleton)*. . . . . *Not printed.*
- 56b.** Supplementary return to No. 56a. Presented 13th July, 1908. . . . . *Not printed.*
- 57.** Correspondence and instructions with regard to the Lord's Day Act in its application to the Yukon Territory. Presented 18th December, 1907, by Hon. A. B. Aylesworth.  
*Not printed.*

**CONTENTS OF VOLUME 18.**

- 58.** Minutes of Proceedings of the Colonial Conference held at the Colonial Office, Downing Street, London, from the 15th April to the 14th May, 1907. Presented 22nd May, 1908, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
- 59.** Report of the Royal Commission on the Grain Trade of Canada. Presented 8th January, 1908, by Hon. F. Oliver. . . . . *Printed for both distribution and sessional papers.*
- 60.** Return to an order of the House of Commons, dated 18th December, 1907, for a copy of the report of the Honourable Justice James Henry Madden, appointed by order in council, 15th May, 1907, to investigate and report upon the matter of arrears for rentals on certain leases at Dunnville, Welland Canal feeder. Presented 9th January, 1908.—*Mr. Lalor*. . . . . *Not printed.*
- 61.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of  
- all correspondence, petitions, statements, papers, orders in council, and proclamations respecting the setting out of limits for prohibition of the sale of liquors along the line of the Grand Trunk Pacific under the Public Works Construction Act. Presented 9th January, 1908.—*Mr. Foster*. . . . . *Not printed.*
- 61a.** Supplementary return to No. 61. Presented 27th January, 1908. . . . . *Not printed.*

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- 62.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, documents, papers, memoranda, and reports, relating to the retirement, resignation, or dismissal of Mr. Hodgins, C.E., from the service of the National Transcontinental Railway Commission, and the grounds or reasons therefor. Presented 9th January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
- 62a.** Return to an order of the House of Commons, dated 18th December, 1907, showing what changes, if any, have been made in the National Transcontinental Railway Commission's engineering staff during the current calendar year. Presented 9th January, 1908.—*Mr. Macdonell*... ..*Not printed.*
- 62b.** Return to an order of the House of Commons, dated 12th December, 1907, showing :  
 1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total amount so ascertained of each tender. Presented 9th January, 1908.—*Mr. Schell (Glengarry)*. See also 39b... ..*Not printed.*
- 63.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, reports, opinions of the Department of Justice, memoranda, papers and documents; also of all plans or route maps relating to the proposed new eastern entrance of the Grand Trunk Railway Company into the city of Toronto. Presented 9th January, 1908.—*Mr. Macdonell*... ..*Not printed.*
- 64.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all writs, forms and instructions issued and used in and for the purposes of the several elections for Dominion constituencies in the year 1907. Presented 9th January, 1908.—*Mr. Barker*... ..*Not printed.*
- 65.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of the order in council appointing Honourable J. A. Ouimet as judge of the Court of the King's Bench, as well as a copy of all correspondence, reports, medical certificates and order in council concerning his being pensioned. Presented 9th January, 1908.—*Mr. Lanctot (Laprairie-Napierville)*... ..*Not printed.*
- 66.** The Canada Year Book, 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.  
*Printed separately.*
- 67.** Report of the Commissioner, Dominion Police Force, for the year 1907. Presented 13th January, 1908, by Hon. A. B. Aylesworth... ..*Not printed.*
- 68.** Return to an order of the House of Commons, dated 11th December, 1907, showing :  
 1. The number of officials of the government, civil or military, or officers of the active militia who perform services in any way connected with the manufacture of rifles for the government by the Ross Rifle Company. 2. Their names, ranks, and duties, and the amount of their individual salary or remuneration. 3. The total amount, (apart from contract cost of rifle), or expenditure by the government with the Ross Rifle Company, including any bonus, loans, inspections, cost of testing, commissions, or expenditure of any kind, with the individual amounts. Presented 16th January, 1908.—*Mr. Worthington*... ..*Not printed.*
- 68a.** Return to an order of the House of Commons, dated 11th December, 1907, showing reports of commissions, boards of inquiry, inspections, reports of industrial officers, to the government or any member thereof, including reports from the comptroller, commissioner, or any officer, or member of the Northwest Mounted Police, the Dominion Rifle Association, or any member thereof, or any rifle association or club, or any

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member thereof, or to the commandant, or any member of the Bisley team, regarding the efficiency of the Ross rifle, to date. Presented 9th April, 1908.—*Mr. Worthington.*

*Not printed.*

**68b.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence between the government or any department thereof, and the Ross Rifle Company, or any representative thereof, or between the government and any bank or other institution which has made advances under the contract between the government and the said company, or any representative of such bank or institution, relating to the accounts and financial or other affairs of the Ross Rifle Company, including any letters or correspondence from any official of the Bank of Montreal to the Auditor General. Presented 9th April, 1908.—*Mr. Worthington.* . . . . . *Not printed.*

**68c.** Return to an address of the House of Commons, dated 18th March, 1908, for a copy of all correspondence, reports, communications and other papers and documents of every kind and description not already brought down, relative to the rifle known as the Ross rifle, or to the contract between the government and any person or corporation with respect to the said rifle, or to the value or efficiency thereof, or to any alleged defects therein; also a copy of all letters, telegrams, despatches, reports, and other communications of every kind from the British government or any member or official thereof, or from the War Office, or Secretary of State for War, or any officer or official or person employed by or in the service of the British government, to the Governor General of Canada, or to the government of Canada, or to the Minister of Militia, or to any officer or official or person in the public service of Canada, relative to the said rifle, or to the value or efficiency of the said rifle or any defects therein, or any matter or thing connected therewith. Presented 9th April, 1908.—*Mr. Worthington.*

*Not printed.*

**68d.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all contracts between the Ross Rifle Company and the government, or the Department of Militia, for the supply of rifles, ammunition and other articles, and all orders in council, correspondence, reports, documents and papers, relating to such contracts, and the subject-matter thereof, and to the operations of the company, and to its dealings with the government, or any of the departments, including the Department of Customs, and the Bank of Montreal, or any banking institutions. Presented 9th April, 1908.—*Mr. Worthington.* . . . . . *Not printed.*

**69.** Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1906, to the 1st October, 1907. Presented 13th January, 1908, by Hon. F. Oliver.

*Not printed.*

**70.** Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1907. Presented 13th January, 1908, by Hon. W. S. Fielding.

*Printed for sessional papers.*

**71.** Return to an order of the House of Commons, dated 11th December, 1907, showing :  
 1. How much money has been expended to date on the Royal Mint, for construction and equipment, respectively. 2. The sums required to complete on both accounts. 3. The officers and employees, and at what yearly salaries, are required to man the institution. 4. The face value of copper and silver and gold coinage obtained by the government per year for the last ten years, and what it has cost the government therefor. 5. The total profit on coinage in the ten years. 6. The amount of coinage it is in contemplation to issue in 1908, and in what denominations. 7. Who is to make the purchases and fix the price of bullion necessary for the use of the Mint. 8. Upon what system the officers and employees of the Mint are appointed, promoted and dismissed. Presented 13th January, 1908.—*Mr. Foster.* . . . . . *Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 72.** Supplementary return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Pevelan & Co., in its dealings with the Customs and Inland Revenue Departments from the date of the incorporation of the said company to the present date. Presented 18th January, 1908.—*Mr. Robitaille.*  
*Not printed.*
- 73.** Return to an order of the House of Commons, dated 11th December, 1907 showing:  
1. All promotions that have been made to the rank of colonel in the active militia during the past year, with names. 2. The nature of service, merit or seniority justifying such promotions. 3. The record of war services of such officers. 4. Previous to the gazetting of such promotion the positions held by such officers on the seniority list of the colonels. 5. The number of lieut.-colonels who were outranked or superseded by such promotions, with their names and services. Presented 17th January, 1908.—*Mr. Worthington.* . . . . .*Not printed.*
- 74.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, documents and papers relating to Chinese seeking admission to the public schools of British Columbia as students, and relating to the remission of head-tax on such persons Presented 20th January 1908.—*Mr. Borden (Carleton).* . . . . .*Not printed.*
- 74a.** Report of W. L. Mackenzie King, commissioner to inquire into the methods by which oriental labourers (Japanese) have been induced to come to Canada. Presented 20th January, 1908, by Hon. R. Lemieux. . . . .*Not printed.*
- 74b.** Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all correspondence between the Government of Canada and the Imperial authorities, and a copy of all correspondence between the Government of Canada, and any person or persons, and of all reports communicated to the Government in respect to the Anglo-Japanese convention regarding Canada. Presented 21st January, 1908.—*Mr. Borden (Carleton).* . . . . .*Printed for sessional papers.*
- 74c.** Supplementary return to No. 74b. Presented 21st January.  
*Printed for sessional papers.*
- 74d.** Supplementary return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the past ten years, relating to the immigration of Chinese and Japanese into Canada. Presented 24th February, 1908.—*Mr. Borden (Carleton).* . . . . .*Not printed.*
- 74e.** Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the present year, relating to the immigration of Japanese into Canada. Presented 9th March, 1908.—*Mr. Borden (Carleton).* . . . . .*Not printed.*
- 74f.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to investigate into the losses sustained by the Chinese population of Vancouver, in the province of British Columbia, on the occasion of the riot in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.  
*Printed for both distribution and sessional papers.*
- 74g.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to enquire into the losses and damages sustained by the Japanese population in the city of Vancouver, in the province of British Columbia, on the occasion of riots in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.  
*Printed for both distribution and sessional papers.*
- 74h.** Report of W. L. Mackenzie King, C.M.G., commissioner appointed to enquire into methods by which Oriental labourers (Hindoo and Chinese) have been induced to come to Canada. Presented 18th July, 1908, by Hon. R. Lemieux. . . . .*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

75. Return to address of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, instructions or communications sent by the Government of Canada, through the Secretary of State or otherwise, to Sir Henri Joly de Lotbinière, as Lieutenant Governor of British Columbia, during the years 1906 and 1906, respectively. Presented 21st January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
76. Copy of an order in council regarding sale of a portion of Major's Hill Park, Ottawa, to the Grand Trunk Railway Company as a site for a hotel. Presented 21st January, 1908, by Hon. W. Pugsley... ..*Not printed.*
77. Return to an order of the House of Commons, dated 16th December, 1907, for a copy of any declarations or affidavits made by Robert Cruickshank, or other persons in the Regina Lands district, or any other complaints in regard to alleged improper or unauthorized charges by individuals, whether in the service of the Government or not, for locating settlers on homesteads, or obtaining for them entries for homesteads, by cancellation or otherwise, together with all correspondence, reports, or other papers on the subject; also all communications, reports, correspondence, or other papers between the Department of the Interior and any of its officials and any person or persons in regard to homestead entries, cancellations, protections, inspectors' reports, &c., for the s.w.  $\frac{1}{4}$  sec. 16 and the n.w.  $\frac{1}{4}$  sec. 20 and the n.w. and s.w.  $\frac{1}{4}$  sec 36, all in tp 14, r. 9, w. 2nd M. Presented 23rd January, 1908.—*Mr. Lake*... ..*Not printed.*
78. Return to an order of the House of Commons, dated 11th December, 1907, showing how many applications were refused for permission, as granted by order in council passed on 16th May, 1906, for saw-mill owners to cut timber. Presented 23rd January, 1908.—*Mr. Roche (Marquette)*... ..*Not printed.*
79. Return to an order of the House of Commons, dated 11th February, 1907, showing the total expenditure each constituency, as defined prior to last Redistribution Act, the the years 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, and 1906, for: (a) Harbours and rivers, including dredging, wharfs, docks, breakwaters, piers, or other improvements and repairs. (b) For public buildings and lands, including repairs, extensions, &c. (c) Maintenance and caretakers, including fuel, lights, &c. (d) Expenditure in connection with Intercolonial Railway, including purchase of lands, erection of buildings, repairs, &c., and improvements, and the place where spent. Presented 29th January, 1908.—*Mr. Sproule*... ..*Not printed.*
80. Return to an order of the House of Commons, dated 11th December, 1907, showing a summary of stock, implements, chattels, grain, hay, roots and all other kinds of fodder, with their value, for the years ending 1st December, 1906 and 1907; also the amount paid for all kinds of live stock, their kind and number, the amount paid for all kinds of feed, giving the kind, the amount of all kinds of product sold, and their kind; the amount paid for all kinds of grain and seed for distribution for the same years, on the Central Experimental Farm, Ottawa. Presented 23rd January, 1908.—*Mr. Jackson (Elgin)*... ..*Not printed.*
81. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. N. B. Miller, of the town of Napanee, in the county of Lennox and Addington, the names of such immigrant, his age, the names of the respective parties with whom they were located, also the township in which such party resides; also the amount of money received by the said N. B. Miller from the government for his services in salary, commission, or both; also the amount of moneys received by the said N. B. Miller, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*
- 81a. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. M. C. Dunne, of Yarker, in the county of Lennox and Addington, the names of each such immigrant, his age, the names



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of the respective parties with whom they are located, also the township in which such party resides; also the amount of money received by the said M. C. Dunne from the government for his services in salary, commission, or both; also the amount of moneys received by the said M. C. Dunne, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*

**81b.** Return to an order of the House of Commons, dated 13th January, 1908, showing list of the names of immigration agents appointed by the government in each county of the province of Ontario, the county in which each such agent is employed, the number of immigrants placed by each such agent, and the amounts paid to each such agent for his services and expenses. Presented 30th January, 1908.—*Mr. Clements*.*Not printed.*

**81c.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all reports received by the government from each of the special immigration agents sent to Great Britain and the continent of Europe, for the fiscal year ending 31st March, 1907. Presented 30th January, 1908.—*Mr. Wilson (Lennox and Addington)*.  
*Not printed.*

**81d.** Return to an order of the House of Commons, dated 16th December, 1907, showing the number of immigrants who reached and settled in Canada during the fiscal years of 1906-6 and 1906-7, and from what countries they came. Presented 11th February, 1908.—*Mr. Paquet*... ..*Not printed.*

**81e.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence between the Department of the Interior and James S. Waugh, immigration distribution agent, subsequent to 1st December, 1907. Presented 11th February, 1908.—*Mr. Gordon*... ..*Not printed.*

**81f.** Return to an order of the House of Commons, dated 3rd February, 1908, showing what special immigration agents the Government of Canada has in the British Islands; their respective names, and from what parts of Canada they come; the arrangements made by the Government with the said agent or agents as to salary and expenses; the date of their respective appointments, and at what time they left this country to take up their work. Presented 11th February, 1908.—*Mr. Wilson (Lennox and Addington)*.  
*Not printed.*

**81g.** Return to an Address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council now in force with respect to immigration from every country from which immigrants come to Canada; also a copy of all circulars in force at the present time with reference to immigration. Presented 13th February, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*

**81h.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all certificates by farmers resident in the riding of West Kent, and returned to the department by emigration agents for the said riding, and on certificates such agents were paid for placing emigrants with each farmer, giving the names of each emigrant and of each farmer such were placed with, giving the total amount received by each agent up to the present time Presented 3rd March, 1908.—*Mr. Clements*...*Not printed.*

**81i.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all certificates by A. G. McDonald, immigration agent for Prince Edward County, Ontario, claiming payment for immigrants by him alleged to have been placed with farmers or other employers; also, a copy of all certificates or communications by such farmers or other employers received by the Department of the Interior relating to immigrants so claimed as placed by said A. G. McDonald, giving in each case the name and post office address of the immigrant and of the farmer or the employer. Presented 13th April, 1908.—*Mr. Alcorn*... ..*Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 81j.** Return to an order of the House of Commons, dated 23rd March, 1908, showing the expenditure of the Government for food, clothing and other maintenance for immigrants after landing in Canada for the years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, to 1st March. Presented 30th April, 1908.—*Mr. Schaffner*... ..*Not printed.*
- 81k.** Report of E. Blake Robertson, assistant superintendent of immigration, respecting Joseph Bernstein, Halifax. Presented 27th May, 1908, by Hon. F. Oliver...*Not printed.*
- 82.** Return to an order of the House of Commons, dated 18th December, 1907, showing the total amount paid by this Government each year, during the past five years, towards mail subsidies to steamships; the names of the countries served, the names of steamers and contractors, and the steamship subventions. Presented 28th January, 1908.—*Mr. Armstrong*... ..*Printed for sessional papers.*
- 83.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the lease, conditions, &c., passed between the Government of Canada and a company for the use of the Beauharnois Canal. Presented 24th January, 1908.—*Mr. Bergeron.*  
*Not printed.*
- 84.** Copies of a letter and telegrams between the Lieutenant Governor of British Columbia and the Honourable the Secretary of State for Canada, on the subject of the disallowance of a Bill of the Legislature of British Columbia, intituled: "An Act to regulate immigration into British Columbia." Presented 24th January, 1908, by Sir Wilfrid Laurier... ..*Not printed.*
- 85.** Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all correspondence between the Department of Justice, or any department of the Government, and Mr. Frederick Fraser Forbes, now a district judge in the province of Saskatchewan, or any other person or persons, in reference to the personal or professional status or character of Mr. Forbes, or his appointment as a judge as above-mentioned, and of all writings and documents of any kind in reference to the foregoing matter. Presented 28th January, 1908.—*Mr. Taylor*... ..*Not printed.*
- 86.** Return to an order of the House of Commons, dated 15th January, 1908, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapse before the board should give its decision. Presented 27th January, 1908.—*Mr. Barr.*  
*Not printed.*
- 87.** Return to an order of the House of Commons, dated 16th December, 1907, showing, in respect of all grants of right to divert water and construct ditches made under the provisions of the Yukon Placer Mining Act, 1906, the number of the claim, name and address of the grantee, date of issue, length of term, source of water, quantity that may be diverted, estimated expenditure within one year, time limit for construction, sum paid for the privilege and the name and address of present holder, if rights have been transferred. Presented 30th January, 1908.—*Mr. Boyce*... ..*Not printed.*
- 88.** Return to an order of the House of Commons, dated 11th December, 1907, showing the timber lands sold or leased by the Department of the Interior subsequent to the date of those included in Sessional Paper, No. 167a, brought down to the House on the 9th of April, 1907; the description and area of such lands, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name of the person or company to whom each lot was sold or leased, and the name and address of each person or company to whom any of such lands have been transferred. Presented 30th January, 1908.—*Mr. Ames.*  
*Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 88a.** Return to an order of the House of Commons, dated 11th December, 1907, showing, in respect of timber berth number 1279, all applications, correspondence, reports, advertisements, tenders, leases, transfers, or memoranda of any description. Presented 3rd February, 1908.—*Mr. Ames*.... .*Not printed.*
- 88b.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1031, 1118, 1097 and 1098, all bonuses, rentals, or dues, paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. White*.... .*Not printed.*
- 88c.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. Boyce*.... .*Not printed.*
- 88d.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, and that the names be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88e.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1031, 1118, 1119, 1097 and 1098, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. White*.... .*Not printed.*
- 88f.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1048, 1049, 1122 and 1168, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.... .*Not printed.*
- 88g.** Return to an order of the House of Commons, dated 10th February, 1908, that there be laid on the Table for inspection the original applications and tenders in respect of timber berths numbers 1220, 1226, 1238 and 1272, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Lake*.... .*Not printed.*
- 88h.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1048, 1049, 1122 and 1168, all bonuses, rentals, or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers and memoranda of any description in connection therewith. Presented 9th March, 1908.—*Mr. Boyce*.... .*Not printed.*
- 88i.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of all timber berths at present under license or authorized to be licensed within the provinces of Manitoba, Saskatchewan, Alberta and the Northwest Territories, (a) number or designation of each berth; (b) number of license for 1907-8; (c) area of berth in square miles; (d) name and address of present licensee holder; (e) name and address of original applicant, with date of his application; (f) date of issue from Ottawa of advertisement; (g) date fixed therein for opening of tenders; (h) name and address of

### CONTENTS OF VOLUME 18—*Continued.*

successful tenderer; (i) amount of bonus paid; (j) date when definite selection of blocks was completed and the returns of the survey filed with the Department of the Interior at Ottawa; (k) amount of dues collected during the year ending the 30th of April, 1907, in respect of each berth for ground rent, ~~stumpage~~ royalty, and the cost of fire guarding, &c.; also the amount, if any, unpaid and overdue at the termination of said year; (l) whether license was issued according to order in council of April 14th, 1903, or of July 23rd, 1906; (m) in case of berths upon which during the year 1906-7 no timber was cut, whether notification has been served on license holder to operate a saw-mill, and the date of such notice. Presented 11th March, 1908.—*Mr. McCarthy (Calgary)*

*Not printed.*

**88j.** Return to an order of the House of Commons, dated 11th December, 1907, bringing the information as contained in Sessional Paper No. 167b, brought down April 26th, 1907, up to date. Presented 13th March, 1908.—*Mr. Ames* . . . . . *Not printed.*

**88k.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all letters, correspondence, applications, advertisements, reports, memoranda, valuations, estimates, tenders, transfers, or other writings or papers in respect of or in connection with timber berths numbers 1413, 1414 and 1415. Presented 16th March, 1908.—*Mr. Lennox* . . . . . *Not printed.*

**88l.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications to homestead or purchase, reports, agreements of lease or sale, correspondence exchanged between the Department of the Interior and any person whatsoever, and papers of every description dealing with or treating of the sale or lease of surface, mining, timber, or any other rights in respect of the n.w.  $\frac{1}{4}$  of section 8, township 53, range 4, west of the 5th M. Presented 19th March, 1908.—*Mr. Ames*.

*Not printed.*

**88m.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1220 to 1226, 1238 and 1272, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 24th March, 1908.—*Mr. Lake* . . . . . *Not printed.*

**88n.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of applications, recommendations of applications, and replies thereto, instructions, regarding advertising, and a copy of all tenders and replies thereo, for timber berths numbers 652, 657, 677, 679, 681, 683, 684, 721, 722, 730 and 743. Presented 30th March, 1908.—*Mr. McCraney* . . . . . *Not printed.*

**88o.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths 1046, 1047, 1052, 1058, 1068, 1070, 1093, 1094, 1099, 1191, 1192 and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 13th April, 1908.—*Mr. Ames* . . . . . *Not printed.*

**88p.** Return to an Address of the House of Commons, dated 26th February, 1908, for a copy of all orders in council, letters, telegrams, reports, recommendations, tenders or communications of any kind in relation to the granting of sixteen townships and certain timber limits in the Peace River region, as referred to in a motion of the 15th January, ult., reference 102, not already brought down. Presented 13th April, 1908.—*Mr. Hughes (Victoria and Haliburton)* . . . . . *Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 88g.** Return to an order of the House of Commons, dated 26th February, 1908, showing the total sum (money or scrip) that the Government has received on account of the lands, mines, minerals, timber &c., in the various Dominion lands offices in the provinces of Manitoba, Saskatchewan and Alberta, distinguishing between each province, during the following periods: from 1st July, 1896, to 30th June, 1905, and from 1st July, 1905, to 31st December, 1907. Presented 21st April, 1908.—*Mr. Lake*. . . . .*Not printed.*
- 88r.** Return to an order of the House of Commons, dated 19th February, 1908, showing all sales of Dominion lands other than coal lands, of 160 acres and upwards, in the provinces of Manitoba, Saskatchewan and Alberta, which have been made by the Government during the calendar year 1907; the prices obtained; names of purchasers; dates of sales; and in general terms, the grounds upon which sales were authorized. Presented 21st April, 1908.—*Mr. Lake*. . . . .*Not printed.*
- 88s.** Return to an order of the House of Commons dated 17th February, 1908, showing: 1. How many applications for timber licenses were received by the Government of Mr. Mackenzie, what area in square miles they covered, how many licenses were issued, what area they covered, and under how many of those licenses operations were actually carried on, and what area these included. 2. How many applications for timber licenses were received by the Government from November 1st, 1878, to July 1st, 1896, and what area in square miles they covered, how many licenses were issued, and what area they covered, under how many of these licenses operations were actually carried on, and what area they covered. 3. How many permits to cut lumber were given to applicants as above in leases where licenses had not issued during each of these periods. Presented 21st April, 1908.—*Mr. Foster*. . . . .*Not printed*
- 88t.** Return to an order of the House of Commons, dated 26th February, 1908, showing a list of timber berths awarded between 1st June, 1904, and 15th July, 1906, with the number of tenders in each case, the amount of each tender, the name of the successful tenderer, the area of each berth, the dates of notice and opening of the tenders in each case. Presented 22nd April, 1908.—*Mr. Crawford*. . . . .*Not printed.*
- 88u.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands were granted to sundry persons through the agency of P. E. Lessard, of Edmonton, together with copies of all letters, papers and documents relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 7th May, 1908.—*Mr. Ames*.  
*Not printed.*
- 88v.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas are held by F. E. Keniston, of Minneapolis; said return to include a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same, from the general file for each group of claims, and not the special file of each section. Presented 7th May, 1908.—*Mr. Ames*. . . . .*Not printed.*
- 88w.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands are now or have been at any time owned, controlled, leased or operated in townships 53 and 54, range 7, west of the 5th meridian, by the Alberta Development Company (Limited), together with a copy of all applications, correspondence, deeds of sale and other documents in connection therewith. Presented 12th May, 1908.—*Mr. Ames*. . . . .*Not printed.*
- 88x.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 9 and 10, ranges 21, 22 and 23, west of the 4th meridian, were granted through the agency of J. W. Bettes (or his firm), of Winnipeg, Manitoba, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 18th May, 1908.—*Mr. Ames*.  
*Not printed.*

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- 88y.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all original tenders filed in the Department of the Interior in respect of timber limits numbers 645, 646, 675, 703, 705 and 733 to 737, and that the same be laid upon the table of the House, said papers not to be part of the archives of this House, but to be returned by the clerk to the Department of the Interior after inspection. Presented 20th May, 1908.—*Mr. McCraney*... ..*Not printed.*
- 88z.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas were obtained through the agency of Malcolm McKenzie on behalf of clients; and a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same; also the same information in regard to J. H. Moss, of Toronto. All from the general file for each group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*... ..*Not printed.*
- 88aa.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications, leases, assignments, correspondence, and papers, of every description in connection with or referring to the granting or sale of the mining rights in sections 17, 20, 21, 28, 29, 32 and 33, of township 8, range 4, west of the 5th meridian. Presented 27th May, 1908.—*Mr. Perley*... ..*Not printed.*
- 88bb.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 41 and 42, ranges 17 and 18, west of the 5th meridian, were granted through the agency of McGiverin & Hayden, Ottawa, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of same. All from the general file for the group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*... ..*Not printed.*
- 89.** Return to an Address of the House of Commons, dated 20th January, 1908, for a copy of all papers and correspondence between the government of Canada and the government of the province of British Columbia, relating to the application of the Grand Trunk Pacific Railway Company to acquire a portion of the Metlakatla Indian Reserve, British Columbia, and to the general question of the claim of said province to the Indian reserves therein, since the date of said application. Presented 30th January, 1908.—*Mr. Ross (Yale-Cariboo)*... ..*Not printed.*
- 90.** Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, reports, locations, records of payments made on, payments returned, homestead entries, cancellations thereof; of any order, direction or other authority given to any homesteader or person who had entered for homestead to re-enter after cancellation of entry or default thereunder; any evidence of sale by Peter Luensen to Frederick Heintz, and any correspondence, affidavits, memoranda, or other documents by the department, or any of its officers, with W. L. MacKenzie, Peter Luenson, Frederick Heintz, Alexander K. Thom, Wm. R. Gardner, Thomas J. Oliver, or any other person in regard to the n.e.  $\frac{1}{4}$  sec. 32, township 36, r. 16, west of 2nd m., Saskatchewan. Presented 30th January, 1908.—*Mr. Porter*... ..*Not printed.*
- 90a.** Supplementary return to No. 90. Presented 1st April, 1908... ..*Not printed.*
- 90b.** Return to order of the House of Commons, dated 6th April, 1908, showing: 1. Any Government lands near New Westminster, British Columbia, sold to one J. W. Patterson, and, if sold, by what department of the Government. 2. Whether they were Indian or military reserve lands, or either of them. 3. The prices Mr. Patterson paid for said lands, if any were sold to him. 4. The date of such sale or sales. Presented 27th April, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 90c.** Return to an order of the House of Commons, dated 16th March, 1908, showing all lands acquired from the Government by the Grand Trunk Pacific Town and Development

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**CONTENTS OF VOLUME 18—Continued.**

- Company, together with the area, location, purchase price of each tract, and a copy of all correspondence between the Government and the company or any individuals interested therein or connected therewith, as to the general terms and conditions under which the Government land should be granted to the said company. Presented 27th April, 1908.—*Mr. Ames*. . . . .*Not printed.*
- 90d.** Return to an order of the House of Commons, dated 30th March, 1908, showing all the lands granted to the Saskatchewan Valley Land Company under their contract of May, 1902, specifying those which are patented as well as those unpatented, to date. Presented 30th April, 1908.—*Mr. Roche (Marquette)*. . . . .*Not printed.*
- 90e.** Return to an order of the House of Commons, dated 28th February, 1908, showing the approximate total area of Dominion lands disposed of by the Government in each of the provinces of Manitoba, Alberta and Saskatchewan, between the 1st July, 1896, and the 30th June, 1905, distinguishing between lands for agricultural purposes, grazing, irrigation, timber and coal; and also from the 1st July, 1905, to the 31st December, 1907. Presented 7th May, 1908.—*Mr. Lake*. . . . .*Not printed.*
- 91.** Return to an order of the House of Commons, dated 22nd January, 1908, showing the names and number of establishments being operated under the law and regulations of the "Meat and Food Inspection Act"; when they were individually put under the operation of the Act; and the names and number of inspectors for each establishment. presented 30th January, 1908.—*Mr. Hughes (Victoria and Haliburton)*. . . . .*Not printed.*
- 92.** Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all papers, correspondence, tenders and contracts, in connection with building piers at Port Maitland, Ontario. Presented 30th January, 1908.—*Mr. Lalor*. . . . .*Not printed.*
- 92a.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, contracts, telegrams, reports, plans and specifications, together with all other information not already brought down, in possession of the Government, relating to the construction of piers or docks already constructed or under construction at the following places: Bayfield, Huron county, Ontario; Grand Bend, county of Huron, Ontario; St. Joseph, county of Huron, Ontario; together with a statement of all moneys expended, and to whom paid, and the date of payment, and nature of the work done or material used. Presented 7th May, 1908.—*Mr. Armstrong*. . . . .*Not printed.*
- 92b.** Supplementary return to No. 92a. Presented 11th May, 1908. . . . .*Not printed.*
- 93.** Return to an order of the House of Commons, dated 13th January, 1908, showing the total amount of bounties paid by the Government since 1896, and the amount for each year on each article. Presented 30th January, 1908.—*Mr. Clements*.  
*Printed for sessional papers.*
- 94.** Return to an address of the Senate, dated 19th February, 1907, for a statement showing the names, christian names, age, and country of origin of all the persons who, coming from the British Isles, from English colonies or from foreign lands, as strangers to Canada, have been placed, whether by order in council, by decision of the Militia Council, or otherwise, in any branch whatsoever of the military service of Canada, in the permanent force or in the volunteer force, together with the date of each of these appointments, the nature of the employment, the rank of the holder (before and after his appointment), and the yearly amount which he receives for his services. Presented 22nd January, 1908.—*Hon. Mr. Landry*. . . . .*Printed for sessional papers.*
- 95.** Return of reductions and remissions made under Revised Statutes of Canada, chapter 81, section 88, ss. 2. Presented (Senate) 22nd January, 1908, by Hon. Mr. Scott.*Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 96.** Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to any works at or near St. Andrews Rapids, in the province of Manitoba, and especially such documents as aforesaid in connection with any tender or contract by or on behalf of Charles Whitehead, or Kelly Brothers, or any subsequent tenderers or contractors. Presented 29th January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
- 97.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, correspondence, and evidence, in respect of the trial for criminal conspiracy against certain persons in the Yukon in connection with the Dominion elections of 1904. Presented 3rd February, 1908.—*Mr. Foster*... ..*Not printed.*
- 98.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence between Major E. S. Wigle, of Windsor, Honourable R. F. Sutherland, A. H. Clarke, and the Minister of Inland Revenue, respecting the extension of the franchise of the Windsor, Detroit and Belle Isle Ferry Company. Presented 3rd February, 1908.—*Mr. Clements*... ..*Not printed.*
- 99.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, or reports, respecting the refusal of the lieutenant governor of British Columbia to give his assent to a bill passed by the legislature of that province in 1907, respecting immigration and commonly referred to as the Natal Act. Presented 3rd February, 1908.—*Mr. Smith (Nanaimo)*... ..*Printed for sessional papers.*
- 100.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all papers and correspondence between the government of Canada and any of its ministers with reference to the establishment of a fast line of steamship communication between Great Britain, Australia, New Zealand and Canadian ports. Presented 3rd February, 1908.—*Mr. Foster*... ..*Not printed.*
- 101.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, enclosed clippings, agreements, statements, &c., between the government or any member thereof, and especially the Minister of Marine and Fisheries, the Minister of Railways, the Minister of Agriculture, the Minister of Militia, and Sir Wilfrid Laurier, and one F. E. Williams, of St. John, New Brunswick; one W. H. Trueman, of St. John, and any other person or persons whatsoever in relation to the establishment of a bait freezer and cold storage established in St. John, New Brunswick. Presented 5th February, 1908.—*Mr. Foster*... ..*Not printed.*
- 102.** Return to an order of the House of Commons, dated 11th December, 1907, showing the expenditure by the Dominion Government on (a) wharfs; (b) harbours and river improvements; (c) dredging; (d) public buildings; for each year since 1896, in the counties of Digby, Yarmouth, Shelburne, Queen's, Lunenburg and Pictou, Nova Scotia, specifying the works by name, with amounts expended thereon. Presented 6th February, 1908.—*Mr. Foster*... ..*Not printed.*
- 103.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of letters, telegrams, and reports, regarding complaints made by John Franklin and Stapleton Brothers, with respect to Indian Agent Yeomans. Presented 6th February, 1908.—*Mr. Foster*... ..*Not printed.*
- 104.** Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions for the Royal Military College, for the Halifax Garrison, and the Permanent Military School in Quebec, the average number of men provisioned each year of the above institutions, and cost per man per day. Presented 10th February, 1908.—*Mr. Foster*... ..*Not printed.*



### CONTENTS OF VOLUME 18—*Continued.*

- 105.** Return to an order of the House of Commons, dated 11th December, 1907, showing the number of fishing licenses issued by the Government for any of the lakes in the province of Saskatchewan, to whom issued, and on what lakes. Presented 10th February, 1908.—*Mr. Chisholm (East Huron)*... ..*Not printed.*
- 106.** Return to an order of the House of Commons, dated 15th January, 1908, showing what lands have been sold, leased, given as homesteads, transferred or set apart in any way by the Government to each: individuals, companies, syndicates, or other organizations in the Peace River Valley, or along or near tributaries thereof, in the Northwest of Canada; when each area was allotted; the terms between the Government and the various parties or organizations concerned; what prices per acre were realized from these transactions; with whom the Government conducted negotiations in each case; the regulations governing the securing of land in the Peace River Valley; and how far it is from Edmonton to Dunvegan. Presented 11th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*
- 107.** Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, reports, memoranda, correspondence, documents, plans, tenders and advertisements of every kind, nature and description, relating to the proposed acquisition under lease of certain car work shops with railway sidings at Moncton, New Brunswick. Presented 12th February, 1908.—*Mr. Barker*... ..*Not printed.*
- 108.** Return to an order of the House of Commons, dated 16th December, 1907, showing all coal lands leased, sold or otherwise disposed of from the 1st of March, 1907, to date, giving the area disposed of, the party to whom, the consideration therefor, the assignments made, if any, the date thereof, and the name of the assignee in each case. Presented 13th February, 1908.—*Mr. Ames*... ..*Not printed.*
- 108a.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: Section 13, of township 9, range 4, west of the 5th m.; section 16, township 10, range 3, west of the 5th m.; section 15, township 11, range 4, west of the 5th m.; section 20, township 12, range 4, west of the 5th m.; section 5, township 13, range 4, west of the 5th m.; section 21, township 19, range 7, west of the 5th m.; when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, the date of transfer, and date of registration of same; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 16th March, 1908.—*Mr. Ames*... ..*Not printed.*
- 108b.** Return to an address of the House of Commons, dated 2nd March, 1908, for a copy of (a) an order in council of the 19th May, 1902, and the regulations therein referred to and approved for the disposal of coal lands, the property of the Dominion Government, in Manitoba, the Northwest Territories and British Columbia. (b) A copy of all orders in council altering, amending or cancelling any such regulations for the aforesaid purposes, and the said amended or other regulations. (c) A copy of all orders in council approving, amending or cancelling regulations as regards the Yukon for the purposes aforesaid, and the said regulations and amended regulations. Presented 24th March, 1908.—*Mr. Barker*... ..*Not printed.*
- 108c.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: sections 2, 4, 9, 15, 17, and 28, of township 7, range 3, west of the 5th m., when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, when such transfers were dated, and when registered with the department; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 24th March, 1908.—*Mr. Ames*... ..*Not printed.*

### CONTENTS OF VOLUME 18—*Continued.*

- 108d.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all inquiries, applications, leases, contracts, agreements, assignments, correspondence and papers of every description, in connection with or referring to the granting of coal mining privileges in section 11, township 8, range 4, west of the 5th meridian. Presented 27th March, 1908.—*Mr. Ames*... ..*Not printed.*
- 108e.** Return to an order of the House of Commons, dated 16th March, 1908, showing:  
 1. What leases for coal lands in the Northwest Territories were granted by the Government in the years 1903 and 1904. 2. To whom, and on what dates the same were granted, and the amounts paid therefor. 3. Whether the person to whom the lease was granted was the original applicant. 4. Whether any assignment of such leases has been made, when, and to whom. 5. Who the present holders are of said leases. Presented 1st April, 1908.—*Mr. Boyce*... ..*Not printed.*
- 108f.** Supplementary return to 108e. Presented 6th April, 1908... ..*Not printed.*
- 108g.** Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all applications, reports, correspondence, leases, contracts, deeds, sale and documents of every description in connection with the purchase of coal mining lands either on their own behalf or on behalf of clients, by the firm of Hough, Campbell & Ferguson, or by any individual member of said firm, together with a copy of the regulations governing the sale of such rights at the time of purchase. Presented 30th April, 1908.—*Mr. Herron*... ..*Not printed.*
- 108h.** Return to an order of the House of Commons, dated 19th February, 1908, setting forth in respect of the following coal lands: 1. The name and address of the first applicant and the date thereof. 2. The names and addresses of all subsequent applications, with date thereof, in the order of application. 3. The name and address of the party to whom the mining rights were granted, with date of sale or lease by the Government. 4. Price paid per acre, sale or lease. 5. Date and amount of first payment on account of purchase price. 6. Dates and amounts of each subsequent payment on account of purchase price. 7. Total amount paid as purchase price and balance, if any, still unpaid. 8. How long reservation was made by the department in favour of the grantee or his assigns. 9. The name and address of all parties to whom assignments were made, with date of each assignment, and date of its registration with the department. 10. The name and address of present owner of said mining rights. 11. A copy of all correspondence in reference to the same: Township 7, range 3, west of 5th m.; sections 1, 2, 3, 4, 5, 6, less the s.e.  $\frac{1}{4}$ ; section 7, less e.  $\frac{1}{4}$ ; section 8; section 9; section 10, less s.w.  $\frac{1}{4}$ ; section 11, less s.e.  $\frac{1}{4}$ ; section 14, less e.  $\frac{1}{4}$ ; section 15; section 16, less n.e.  $\frac{1}{4}$ ; section 17; section 20, less e.  $\frac{1}{4}$  of n.e.  $\frac{1}{4}$ ; section 21, less s.  $\frac{1}{4}$  and n.w.  $\frac{1}{4}$ ; section 22; section 28; section 27, less e.  $\frac{1}{4}$ ; section 32, less e.  $\frac{1}{4}$ ; section 33; section 34, less e.  $\frac{1}{4}$ . Township 7, range 2, west of 5th m.; section 18, 20 and 21. Township 6, range 3, west of 5th m.; sections 27 and 28; section 32, less w.  $\frac{1}{4}$ ; sections 33 and 34. Presented 22nd April, 1908.—*Mr. Ames*... ..*Not printed.*
- 109.** Return to an order of the House of Commons, dated 22nd January, 1908, showing on what dates since June 30th, 1906, advances were made on account of travelling expenses to Honourable L. P. Brodeur, to Mr. Wiallard, his private secretary, and to Napoléon Potvin, his messenger, respectively, for what amounts, and to what accounts they were severally charged; also what refunds, if any, have been made on any of these several advances, and on what dates. Presented 14th February, 1908.—*Mr. Foster*... ..*Not printed.*
- 109a.** Return showing all advances to Ministers of the Crown and their private secretaries, on account of travelling or other expenses in connection with the Imperial Conference of 1907, the date of such advances, and the appropriation against which it was charged. Presented 2nd March, 1908.—*Mr. Foster*... ..*Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**

- 109b.** Return (as far as the Department of Inland Revenue is concerned), to an order of the House of Commons, dated 22nd January, 1908, showing the advances made each year since July 1, 1904, to December 31, 1907, on account of travelling expenses to Honourable L. P. Brodeur and his private secretary and messengers, the date and amount of each advance, and the appropriation to which it was charged, the dates at which each advance was finally accounted for, and the dates on which any repayments were made to the treasury, and the amount of such repayments, and all correspondence with the Auditor General's Department in connection therewith. Presented 2nd March, 1908.—*Mr. Foster*... ..*Not printed.*
- 110.** Return to an order of the House of Commons, dated 8th January, 1908, showing the total quantity of freight carried on the winter steamers between Prince Edward Island and the mainland during the past two seasons, 1905-6 and 1906-7; the amount of freight that was delayed in transit for those two seasons; the freight rate on the different classes of goods carried; the amount received for freight during those two seasons; the amount received for passengers and the number carried; the number of days the steamers failed to cross in each of those years; and the amount of damages paid to shippers for delay of goods in transit. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 110a.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, telegrams, &c., in the possession of the Government or any member or official thereof, respecting the withdrawal of the winter steamers from Charlottetown on or about the 8th January, instant, and their replacement some days later. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 111.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, reports and papers, respecting the salary, expenses, duties and annual period of employment of W. Maxwell Smith, Dominion fruit inspector in British Columbia; also full details of his expenses during the years 1906 and 1907, respectively. 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 112.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of pedigreed cattle, if any, did the Central Experimental Farm, Ottawa, sell during the years 1906 and 1907; and how many in each year, giving the different breeds, the name of purchaser, his place of residence, price paid, and breed. Presented 14th February, 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 113.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, accounts and correspondence, in connection with the seizure of the M. J. Wilson Cordage Company, of the city of Chatham, Ontario, by the Dominion Government, in the year 1904. Presented 17th February, 1908.—*Mr. Clements*... ..*Not printed.*
- 114.** Return to an order of the Senate, dated 31st January, 1908, showing the appointments made to the Senate from confederation, with date of appointment and date when the appointees ceased to be senators. Presented 11th February, 1908.—*Hon. Mr. Wilson.*  
*Printed for distribution.*
- 115.** Return to an address of the Senate, dated 29th January, 1908, showing the number of persons killed and of those otherwise injured, separately, at railway crossings during the last three years, giving the number in each year separately; giving also for each year the number of persons thus killed or otherwise injured in thickly populated places separately from those killed or otherwise injured in the rural districts, showing also the number of such accidents at protected crossings separately from unprotected crossings. Presented 11th February, 1908.—*Hon. Mr. Béique*... ..*Not printed.*
- 116.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all communications, reports, correspondence, or other papers, between the Depart-

### CONTENTS OF VOLUME 18—*Continued.*

- ment of the Interior and any of its officials, and A. Samovici, H. Bolocan, and any other person or persons in regard to the n.w.  $\frac{1}{4}$  section 20, township 22, range 13, west 2nd m., including applications for cancellation, protections, homesteads, inspectors' reports, &c. Presented 18th February, 1908.—*Mr. Lake*... ..*Not printed.*
117. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence between the Departments of the Marine and Fisheries and Justice of Canada and the Attorney General of Nova Scotia, or any official acting under his authority, in connection with the suit in the Supreme Court of Nova Scotia of the King by Dr. Tail, of Cheticamp, in the county of Inverness, Nova Scotia, versus William Ancoin. Presented 18th February, 1908.—*Mr. McLennan*... ..*Not printed.*
118. Return to an order of the House of Commons, dated 18th December, 1907, for a copy of all contracts for food for men at the volunteer camps throughout Canada for the season of 1907; also for the regular troops at Halifax, Quebec and other places. Presented 18th February, 1908.—*Mr. Smith (Wentworth)*... ..*Not printed.*
119. Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence between the Railway Commission and the Department of Railways and Canals, or the Intercolonial Railway, and between the Railway Commission and the Canadian Pacific Railway, and the Grand Trunk Railway, and between the Railway Commission and the Fredericton Board of Trade, in reference to the alleged discrimination against the city of Fredericton in the matter of freight rates; and also for a copy of all other papers and documents on file with the Railway Commission in relation thereto. Presented 19th February, 1908.—*Mr. Crocket*... ..*Not printed.*
120. Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all offers, reports, valuations, plans, deeds of purchase, correspondence and other papers of every description in connection with the purchase of site for the new Montreal examining warehouse, together with a statement of all expenditure and all indebtedness incurred to date in this connection. Presented 19th February, 1908.—*Mr. Ames*.  
*Not printed.*
121. Return to an order of the Senate, dated the 30th January, 1908, showing: 1. Title of each Bill by years sent by the Senate to the House of Commons, from 1867 to 1907, inclusive, that was (a) amended by the House of Commons, or (b) rejected. 2. Title of each Bill by years sent up by the House of Commons to the Senate, from 1867 to 1907, inclusive, that was (a) amended by the Senate, or (b) rejected. 3. The total number of Bills for each year as above to be tabulated in four periods, (a) 1867 to 1873, inclusive; (b) 1874 to 1878, inclusive; (c) 1879 to 1896, first session, inclusive; (d) 1896 to 1907, inclusive. Presented 19th February, 1908.—*Hon. Mr. Ross (Middlesex)*... ..*Not printed.*
122. Report of the commissioners appointed to inquire into a dispute between the Bell Telephone Company of Canada (Limited) and the operators of the said company at Toronto, with respect to wages and hours of employment, etc. Also copy of evidence taken under Royal Commission in the dispute between the Bell Telephone Company of Canada and its operators, in February, 1907. Presented 24th February, and 11th March, 1908, by Hon. R. Lemieux... ..*Not printed.*
123. Return to an order of the House of Commons, dated 17th February, 1908, for a copy of the contract and all correspondence relating to a payment of \$3,900 to the Midland Towing and Wrecking Company, as set out at page P-32 of the Auditor General's Report for 1906-7, and of the advertisement calling for tenders. Presented 10th March, 1908.—*Mr. Bennett*... ..*Not printed.*
124. Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been expended or voted for the dredging of the Rivière à la Grasse, at Rigaud; to whom the contracts were given; and what sums have been voted or paid out for dredging Dorion Bay, Vaudreuil station. Presented 24th February, 1908.—*Mr. Bergeron*... ..*Not printed.*

### CONTENTS OF VOLUME 18—*Continued.*

- 124a.** Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been voted or expended for the dredging of the river bottom between Charlemagne and Terrebonne; since when the dredging has been going on there; what sums have been voted or expended for wharfs at Terrebonne and at St. François de Sales; and who obtained the contracts. Presented 24th February, 1908.—*Mr. Bergeron.*  
*Not printed.*
- 124b.** Return to an order of the House of Commons, dated 11th December, 1907, showing:  
1. What harbours or rivers in the province of Ontario were tenders invited for dredging work by the Department of Public Works during the present year. 2. The names of the successful tenderers at each of the said places for which dredging tenders were invited in Ontario in 1907, and the prices asked by each party respectively. 3. Amounts of the tenders respectively of the different persons tendering at each of the foregoing points. 4. Also at what points new tenders were invited, and when the first tenders were accepted. Presented 9th June, 1908.—*Mr. Bennett.* . . . . .*Not printed.*
- 124c.** Return to an order of the House of Commons, dated 6th of April, 1908, for a copy of all the correspondence exchanged between the Government and Messrs. T. B. Mongenais, Hugh McMillan and others, relating to dredging work done in the River Rigaud, formerly the River Graisse, up to the year 1890. A copy of the reports and correspondence relating to the construction or purchase of the Graham wharf. A copy of the report and correspondence relating to the dredging done at Como up to 1900. A copy of the reports and correspondence relating to the dredging done at Vaudreuil Village, and also those relating to the construction and repair of the wharf situated in that village since 1867. And also a copy of the report and correspondence relating to the deepening of the River St. Louis at Beauharnois. Presented 30th June, 1908.—*Mr. Boyer.* . . . . .*Not printed.*
- 125.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, telegrams, engineer's reports, &c., in the hands of the Government or any member or official thereof, respecting proposed repairs to the wharf at Little Sands, in Prince Edward Island. Presented 25th February, 1908.—*Mr. Martin (Queen's).*  
*Not printed.*
- 126.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of the report made by John Fraser, of the Auditor General's Department, on the 7th January, 1898, of a special examination held by him of the financial affairs of the Montreal Turnpike Trust. Presented 10th March, 1908.—*Mr. Monk.* . . . .*Not printed.*
- 126a.** Return to an order of the House of Commons, dated 22nd January, 1908, showing:  
1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust (a) on capital account, (b) for arrears of interest. 2. The amounts collected at each toll gate belonging to the said Turnpike Trust during the three years ending 31st December, 1905, 1906, 1907, respectively. 3. The names of all parties who have commuted their tolls during each of the above-mentioned years, 1905, 1906, 1907, and the amount of the commutation money paid to the Trust in each case. 4. The amounts expended on each section or road division, under the control of the said Trust, during each of the said years, ending 31st December, 1905, 1906, and 1907, respectively, and the contracts given out during each of the said years, with the name of the contractor and the date and amount involved in each case; and a statement in each case also as to whether the contract was awarded after tender called through the newspapers. 5. The amount paid out during each of the said three years, 1905, 1906, 1907, at each toll gate for salaries of day and night guardians, and any other expenditure at each of the toll gates maintained. 6. The names of all parties holding passes for free use of the roads under control of said Trust, during each of the said three years above referred to, 1905, 1906, 1907, with a statement in each case of the reason why the pass was so granted. 7. The expense of the said Trust during each of the said years, for rent, salaries of the

### CONTENTS OF VOLUME 18—*Continued.*

office, inside or outside service, giving name and remuneration of each official. 8. The actual present indebtedness in detail of the said Trust outside of its bonds due to the Government of Canada. 9. The amounts collected, by said Trust, year by year, since the 1st February, 1905, from municipalities under special agreements made as to their share pro rata of the bonded indebtedness of the Turnpike Trust. 10. The names of all those members of the Trust appointed or elected to represent the bondholders since the 1st July, 1896, with the date of the election in each case. 11. The amounts paid by the Trust to any of its members or officials during each of the said three years, 1905, 1906, 1907, whether as travelling or personal expenses, or indemnity for attendance or for any other reason whatever. 12. The name of the auditor of the Trust, and the date of the audit made of the company's affairs, in each of the said three years, 1905, 1906, 1907, respectively. 13. A copy of the agreements between the Trust and any municipalities on the Island of Montreal, by which the Trust ceded to said municipalities any portion of its roads, said copy to be certified by the president and secretary of said Trust. Presented 20th March, 1908.—*Mr. Monk*... ..*Not printed.*

**127.** Return to an address of the Senate, dated 24th January, 1908, for a copy of the different tariffs in force upon the Intercolonial Railway, in 1896-7 and 1906-7, between Quebec and St. Flavie, and all intermediate stations between those two points, for the carriage of passengers or of goods, under the operation of the winter-tariff and under that of the summer-tariff. Presented 24th February, 1908.—*Hon. Mr. Landry*... ..*Not printed.*

**128.** Statement of the affairs of the British Canadian Loan and Investment Company, Limited, for the year ended the 31st of December, 1907. Presented 25th February, 1908, by the Hon. The Speaker... ..*Not printed.*

**129.** Return to an order of the House of Commons, dated 19th February, 1908, showing how much money has been paid since 1896 to the Eclipse Manufacturing Company of Ottawa; how much each year; and the general character of the supplies furnished. Presented 27th February, 1908.—*Mr. Blain*... ..*Not printed.*

**130.** Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all correspondence between Mr. A. E. Dymont, M.P., and the Department of Marine and Fisheries as to granting of pound net licenses in 1905 to Messrs. Low & Roque, of Killarney, as also to any other persons; also a list of persons to whom pound net licenses were granted in that year. Presented 27th February, 1908.—*Mr. Bennett*...

*Not printed.*

**131.** Return to an order of the House of Commons, dated 12th December, 1907, showing: 1. The number of disputes dealt with under the Industrial Disputes Investigation Act, 1907, to the 1st of December, 1907. 2. The dates at which the several applications for the operation of the Act have been received. 3. Names of the parties concerned in the several disputes. 4. Name of the party making application. 5. Locality of dispute. 6. Number of persons affected. 7. Nature of dispute. 8. Names of members of board of conciliation and investigation where same has been established. 9. Date on which board was established. 10. Date of sittings of board. 11. Result of the reference of the dispute under Act. Presented 27th February, 1908.—*Mr. Smith (Nanaimo)*...

*Not printed.*

**132.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of correspondence, plans, and other data in connection with the flooding of roads above the dam at Wilberforce, in Haliburton County, and the proposals, if any, for improving said roads and the bridge so as to prevent obstruction of traffic. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*

**133.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of reports, plans, surveys, and other data, in connection with the proposal to construct a branch canal from Balsam Lake, on the Trent Canal, to the head of Gull River waters, in Haliburton County. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*

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**CONTENTS OF VOLUME 18—Continued.**


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134. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence received by the Department of Agriculture in connection with the inspection of meats and the regulations in connection with the Inspection of Meats and Canned Foods Bill. Presented 27th February, 1908.—*Mr. Clements*. . . . .*Not printed.*
- 134a. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, with respect to the inspection of packing houses, or the Meat Inspection Act, including the appointment of inspectors. Presented 25th March, 1908.—*Mr. Armstrong*.  
*Not printed.*
135. Return to an order of the Senate, dated 26th February, 1908, for a detailed statement of the expenses incurred during the past three years, in connection with the synoptical reports of the debates of the Senate, furnished by the special reporter of that House, as well as a statement of the nature and particulars of the agreement with the present reporter. Presented 27th February, 1908.—*Hon. Mr. Wilson*. . . . .*Not printed.*
136. Return to an address of the Senate dated 11th February, 1908, showing the amount of imports of oxide of aluminum during the years 1903, 1904, 1905, 1906 and 1907, with the values of such imports for each one of said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*. . . . .*Not printed.*
- 136a. Return to an address of the Senate, dated the 11th February, 1908, showing the amount of aluminum exported during the years 1903, 1904, 1905, 1906 and 1907, with the values of such exports for each one of the said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*. . . . .*Not printed.*
137. Regulations in virtue of the provisions of the Act 6-7 Edward VII., chapter 16, "The Electricity and Fluid Exportation Act." Presented 17th March, 1908, by *Hon. W. Templeman*. . . . .*Not printed.*
138. Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence, documents, resolutions and other papers, which have passed between the Government of Canada, or any member of the Government, and any railway company or any individual relating to the building of a railroad from any point in Manitoba, Saskatchewan, Alberta, or British Columbia, to Fort Churchill or any point on Hudson Bay. Presented 2nd March, 1908.—*Mr. Schaffner*. . . . .*Not printed.*
139. Copy of an order in council appointing *Mr. Samuel Tovel Bastedo*, agent on behalf of the Dominion Government, to confer with the provincial governments with a view to settlement of the Fisheries question. Presented 11th March, 1908.—*Hon. L. P. Brodeur*.  
*Not printed.*
140. Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence, papers, writings, plans and letters between the Government and the International Waterways Commission, on one part, and the St. Lawrence Power Company and the Long Sault Development Company, of the other part, with regard to the entire damming of the St. Lawrence river, in the vicinity of Cornwall; together with a copy of all memorials, letters and resolutions of protest sent to the Government by the Board of Trade of Montreal, the Chambre de Commerce, District de Montreal, the Shipping Federation of Montreal, the Dominion Marine Association, and others. Presented 2nd March, 1908.—*Mr. Gervais*. . . . .*Not printed.*
- 140a. Supplementary return to No. 140. Presented 13th July, 1908. . . . .*Not printed.*
141. Return to an order of the House of Commons, dated 17th February, 1908, for a copy of advertisement calling for tenders for dredging work on Holland river, Trent Valley canal system, tenders received, schedules showing prices paid, recommendation of person for inspector, date of payments made to the contractors, and the contract with contractor. Presented 2nd March, 1908.—*Mr. Bennett*. . . . .*Not printed.*

**CONTENTS OF VOLUME 18—Continued.**

- 141a.** Return to an order of the House of Commons, dated 18th January, 1908, showing what contracts for dredging in the St. Mary's river, Kaministiquia river, Mission river, Port Arthur harbour, Fort William harbour, and in Thunder Bay, or of any of the inlets or rivers thereof, have been let during the years 1904, 1905, 1906 and 1907, showing also: (a) the names, addresses and calling of all the tenderers in each case; (b) the amount of each tender; (c) the nature and extent of the work to be let in each case; (d) the names, addresses and calling of the successful tenderer in each case; (e) the prices at which each contract was let, (f) the nature or form of security for the due performance of the work in each case, and (g) the disposition of or change in the form of any such security after it was originally given or deposited; also, for a copy of all tenders, contracts, bonds or other securities, and of all correspondence relating or incident to all or any such tenders or contracts, including all correspondence relating to such contracts, or incident thereto, before and during the performance of the work and on file up to the date of the order for such return. Presented 17th July, 1908.—*Mr. Boyce.*  
*Not printed.*
- 142.** Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, contracts, papers and reports in connection with the employment of certain experts to prepare a system of accounting and book-keeping in the Department of Marine and Fisheries. Presented 2nd March, 1908.—*Mr. Foster.*  
*Not printed.*
- 143.** Return to an order of the House of Commons, dated, 11th December 1907, for a copy of all correspondence in connection with the application, granting, operation or renewal of license and lease conveying the privileges of fishing in Cedar, Moose, Cormorant and Clearwater Lakes; also a copy of said license and lease. Presented 3rd March, 1908.—*Mr. Ames.* . . . . .*Not printed.*
- 144.** Certain papers referring to Treaty Powers, &c. Presented 3rd March, by Hon. L. P. Brodeur. . . . .*Printed for sessional papers.*
- 145.** Return to an order of the House of Commons dated 11th March, 1907, for a copy of all papers, affidavits and correspondence between the Government, or any official thereof, with the Prince Edward Island Railway, or any official thereof, or any other persons in reference to the leasing of the properties of Widow James Wiggins and Charles Malley, at Alberton, Prince Edward Island. Presented 3rd March, 1908.—*Mr. Lefurgey.*  
*Not printed.*
- 146.** Return to an order of the House of Commons, dated 11th December, 1907, showing the total amount of money paid yearly from the year 1892 to 1st December, 1907, on each of the following accounts: (a) Salary of Governor General; (b) Travelling expenses of Governor General; (c) Expenditure on Rideau Hall, capital account; Expenditure on Rideau Hall, maintenance; Expenditure on Rideau Hall grounds, capital account; Expenditure on Rideau Hall grounds, maintenance; (d) Expenditure on furnishings of all kinds for Rideau Hall; (e) Expenditure on any other account in connection with the office of Governor General; (f) Expenditure on any other account in connection with Rideau Hall and grounds; (g) Total expenditure of every kind yearly since 1892 in connection with the office of Governor General; (h) Total expenditure of every kind yearly in connection with Rideau Hall grounds. Presented 5th March, 1908.—*Mr. Wilson (Lennox and Addington).* . . . . .*Not printed.*
- 147.** Return to an address of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, telegrams, orders in council, contracts and tenders, with the names, and amounts of each, in possession of the Government, or any member or official thereof, respecting the construction of a breakwater at Petit Rocher, on the south-western side of Baie des Chaleurs, as detailed on page 74 of the Report of the Minister of Public Works for the year ended 31st March, 1907. Presented 5th March, 1908.—*Mr. Taylor.* . . . . .*Not printed.*
- 147a.** Supplementary Return to 147. Presented 12th June, 1908. . . . .*Not printed.*



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**CONTENTS OF VOLUME 18—Continued.**

- 148.** Return to an order of the House of Commons, dated 17th February, 1908, showing the individual name and place of residence of the captain and crew of each of the Government steamers *Lansdowne, Aberdeen, Druid, Brant, Lady Laurier, Minto* and *Stanley*. Presented 5th March, 1908.—*Mr. Stanfield*. . . . . *Not printed.*
- 148a.** Return to an order of the Senate, dated the 5th of February, 1908, for a statement showing, in so many columns: 1. The names of the officers actually employed on board of Government vessels or of vessels hired by the Government for the season of navigation in the River St. Lawrence. 2. The amount of wages or salaries paid monthly to each of them for the period of their annual engagement. 3. The amount of wages or salaries paid monthly to those who are only employed for a part of the year. 4. The amount of wages or salaries paid monthly to those who, over and above their real service, are paid a part of their wages or salaries during the months in which the vessels are laid up for the winter. Presented 20th February, 1908.—*Hon. Mr. Landry*.  
*Not printed.*
- 149.** Return showing what changes have occurred in the House of Commons branches of the Clerk of the House and the Sergeant-at-arms' service since 1st July, 1907. Presented 5th March, 1908.—*Mr. Owen*. . . . . *Not printed.*
- 150.** Return to an order of the House of Commons, dated 10th February, 1908, showing: 1. How many Returns or Sessional Papers have been presented to Parliament in answer to motions for the same, since the 1st of January, 1906. 2. How many of these Returns were taken out of the Office of Routine and Records, and the Journal Office, by members of this House, since the above date, giving also the name of the member to whom delivered. 3. For what length of time such Returns were retained by the members who obtained them. 4. How many of these Returns had not been returned to the proper officer of the House of Commons on the 1st of January, 1908. 5. In the case of those returned, how long they were out with the members. 6. How many of these Returns are still in the possession of the members, and how long they have had them. 7. The means usually adopted by the Clerk of Routine and Records and the Clerk of Current Sessional Papers to have outstanding returns retransferred to their possession. 8. The average cost to the country of preparing these Returns by the various departments interested, during the above period. Presented 6th March, 1908.—*Mr. Johnston*.  
*Not printed.*
- 151.** Return to an order of the House of Commons, dated 16th December, 1907, showing: 1. The number of fishing licenses, the names of the parties to whom issued, and also the amounts of the revenues received from each license, on any or all of the lakes in the province of Saskatchewan. 2. For a copy of all correspondence in connection with each license so issued and in force, or about to be issued. 3. Also for a copy of the different forms used for fishing licenses in the province of Saskatchewan. Presented 9th March, 1908.—*Mr. Chisholm (East Huron)*. . . . . *Not printed.*
- 152.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, documents and papers, in the investigation into the case of Mr. O. S. Finnie, chief clerk in the gold commissioner's office, Dawson, Y.T. Presented 6th March, 1908.—*Mr. Thompson*. . . . . *Not printed.*
- 153.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, concerning Major Sabourin, of St. John, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. . . . . *Not printed.*
- 153a.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, for the organization of a regiment in Valleyfield, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. . . . . *Not printed.*

### CONTENTS OF VOLUME 18—*Concluded.*

154. Report of the Royal Commission on the Quebec Bridge inquiry; also the Report on the Design of the Quebec Bridge by C. C. Schneider; with Appendices. Presented 9th March, 1908, by Hon. G. P. Graham.

*Printed for both distribution and sessional papers*

### CONTENTS OF VOLUME 19.

154. (Vol. 2.) Royal Commission Quebec Bridge inquiry. Minutes of proceedings. Evidence and exhibits. . . . . *Printed for both distribution and sessional papers.*

- 154a. Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all orders in council, correspondence, reports, memoranda, papers and documents, since the 1st day of January, 1900, relating to the Quebec Bridge, including all reports and orders in council, relating to the plans and specifications for the works of the undertaking, or to any approval thereof by the Governor in Council, or by the Department of Railways and Canals. Presented 26th May, 1908.—*Mr. Borden (Carleton).*

*See No. 154.*

- 154b. Return to an address of the Senate, dated 29th January, 1908, for a statement showing: 1. If the Quebec Bridge and Railway Company has fulfilled the obligation which was imposed upon it by clause 4 of the agreement made, between it and the Government, on the 19th day of October, 1906, which clause reads as follows: "4. The company will procure subscriptions for additional stock to the amount of \$200,000, such new stock to be issued at a price not below par and to be immediately paid up in full, the proceeds to be applied in the first place to the payment of the discount at which the bonds of the company were issued as aforesaid, to wit the sum of \$188,721." (Being exactly the difference between the sum of \$472,000, the amount of bonds issued, and the sum of \$283,279, for which these same bonds were accepted.) 2. When did the company so furnish subscriptions for additional work to the amount of \$200,000. 3. Who are the persons or the companies who divided among them this additional stock to the round sum of \$200,000. 4. On what date and for what amount did each of these persons or each of these companies become owner of the aforesaid stock. 5. On what date did each of the aforesaid persons or companies pay into the hands of the company the price (in part or in whole) of the stock so subscribed. 6. And if this amount of \$200,000 was paid in full and in what manner, distinguishing the amount paid in cash from the amount paid in promissory notes or in any other ways. Presented 2nd June, 1908.—*Hon. Mr. Landry.* . . . . . *See No. 154.*

- 154c. Return to an address of the Senate, dated the 29th January, 1908, showing: 1. The amount of money really paid by each of the present directors of the Quebec Bridge and Railway Company into the capital stock of the said company. 2. The date each of these directors made each of his payments. 3. Among these payments or instalments the proportion or amount that has been paid by means of promissory notes or of unaccepted cheques. 4. By whom individually, and for what amount each one. 5. The amount of money each of its directors has received from the Quebec Bridge Company and from the Quebec Bridge and Railway Company up to this date, directly or indirectly, personally or otherwise. 6. The nature of the services rendered for which each of these amounts was paid. 7. The amount the present secretary has received out of the funds of the company since he has been in the service thereof. 8. The resolution that subsequently to the collapse of the Quebec Bridge, within a few days immediately following the disaster, the bridge company has voted giving a bonus of \$3,000 to its president. 9. The name of the funds, out of which the amount of this bonus was raised. 10. The resolution, if any, the company, on the same occasions, voted to aid the families of the victims of that disaster. Presented 18th February, 1908.—*Hon. Mr. Landry.*

*Not printed.*

155. Return to an order of the House of Commons, dated 10th February, 1909, showing what land has been withdrawn for settlement, or set apart, or sold, for colonization pur-

### CONTENTS OF VOLUME 19—*Continued.*

- poses, since 1896; the location and amount in each case, specifying townships, sections, half or quarter-section; to whom it has been sold, or alienated, and on what terms of settlement; the price per acre, on terms of payment, and the nationality of the settlers in each colony; when the land was sold, alienated, reserved, or set apart, for such purpose, in each case; and how many of these companies have complied with their contracts, and to what extent. Presented 9th March, 1908.—*Mr. Sproule*... *Not printed.*
- 155a.** Return to an order of the House of Commons, dated 26th February, 1908, showing what lands, if any, have been reserved for grazing purposes or for acquisition by means of irrigation within the tract described as follows: Townships 12 to 19, inclusive, in ranges 15 to 21, west of the 4th meridian; and when such lands were so reserved, and for how long it is the purpose of the Government to continue such reservation. Presented 16th March, 1908.—*Mr. Lennox*... *Not printed.*
- 155b.** Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence, telegrams, reports, applications, surveyors' plans and maps, in reference to the homestead entries for the southwest quarter of section 27, township 18, range 10, east, in the province of Manitoba. Presented 27th March, 1908.—*Mr. Staples*.  
*Not printed.*
- 155c.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, applications, recommendations for patent, and all papers in any way relating to the disposal of or granting of privileges in connection with the s.e.  $\frac{1}{4}$  of section 2, township 8, range 2, west of the 5th meridian. Presented 3rd April, 1908.—*Mr. Herron*... *Not printed.*
- 155d.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, applications and all other papers and documents relating in any way to any and all applications for or in connection with or relating to the southeast quarter of section 14, township 12, range 6, west 4th meridian. Presented 6th April, 1908.—*Mr. Herron*... *Not printed.*
- 156.** Return to an order of the House of Commons, dated 2nd March, 1908, showing who made the seizures under the Inland Revenue Department in the fiscal years 1906 and 1907, in Cornwall, London, Ottawa, St. Catharines, Toronto, Joliette and Montreal, and what the seizures consisted of; the name of the party or parties from whom the material was seized; the amount realized by the sale of such seized material; and how this seized material was disposed of. Presented 9th March, 1908.—*Mr. Barr*.  
*Not printed.*
- 156a.** Return to an order of the House of Commons, dated 26th February, 1908, showing the number of seizures under the Inland Revenue Department in the years 1906 and 1907, the name of the party or parties making the seizure; the description and quantity of material seized; the name of the parties from whom the material was seized; how the seized material was disposed of, whether by public auction or by private sale, and what the amount realized thereon was. Presented 9th March, 1908.—*Mr. Barr*... *Not printed.*
- 156b.** Return to an order of the House of Commons, dated 9th March, 1908, showing the number of seizures made by the Customs Department for the fiscal years 1905, 1906 and 1907; the reason for each seizure; the disposition of each case; the amount received by the Government, and by the party seizing or giving information in each case; and the names of the ports at which such seizures took place. Presented 23rd April, 1908.—*Mr. Cockshutt*... *Not printed.*
- 156c.** Return to an order of the House of Commons, dated 4th May, 1908, showing the names of all officers employed in the Customs Department at the ports of Niagara Falls, Port Erie, Sarnia and Windsor; the rank and duties of their respective appointments, their salaries at the time of appointment, present rank, and increase of salary to any of these officers since date of their appointment. Presented 4th May, 1908.—*Hon. W. Paterson*... *Not printed.*

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**CONTENTS OF VOLUME 19—Continued.**


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- 157.** Return to an order of the House of Commons, dated 8th January, 1908, for copies of all documents, petitions, memoranda and correspondence received by the Government since 1904, to this day, regarding the amendments to be made to the Inland Revenue Act for the purpose of encouraging and protecting still more the Canadian tobacco industry. Presented 9th March, 1908.—*Mr. Dubeau*. . . . . *Not printed*
- 157a.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence between the collector of customs at Charlottetown, Prince Edward Island, and the Minister of Customs, or the Commissioner of Customs, including declarations or statements in writing made by Messrs. Donald Nicholson and Evelyn B. Harnett, of the Hickey & Nicholson Tobacco Company, Limited, respecting alleged infraction of the provisions of the Inland Revenue Act, and of the regulations in respect of tobacco and cigars and tobacco and cigar manufactories, by Messrs. T. B. and D. J. Riley, of Charlottetown, or one of them. Also a copy of the reports of William Caven and other officials and collectors of Inland Revenue; and of all correspondence, letters and telegrams between the said T. B. and D. J. Riley, or either of them, and the Government, or any department, or officer thereof; and of all correspondence between the officers of Inland Revenue in Charlottetown and the Government or any department or official thereof, respecting said alleged infraction of said Act or regulations; and all other correspondence, statements and information in possession of the Government relating to the matter aforesaid; together with a statement of the moneys paid voluntarily or otherwise in settlement or otherwise of penalties for such infraction of the law, to whom paid, and the date of payment. Presented 16th March, 1908.—*Mr. McLean (Queen's)*. . . . . *Not printed.*
- 158.** Papers relating to Trade Conference at Barbados. Presented 10th March, 1908, by Hon. W. S. Fielding. . . . . *Not printed.*
- 159.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all applications, tenders, correspondence, telegrams, or written communications of any kind, in connection with the sale of certain lands in the Ocean Man, Pheasant Rump, and Chasastapsin Indian Reserves, on the 15th November, 1901; together with a copy of advertisements of sales, the names of the newspapers in which they were inserted, and the dates of insertion. Presented 12th March, 1908.—*Mr. Lake*. . . . . *Not printed.*
- 160.** Return to an order of the House of Commons, dated 22nd January, 1908, showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th June, 1906, to January 1st, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 12th March, 1908.—*Mr. Taylor*. . . . . *Not printed.*
- 160a.** Supplementary Return to an order of the House of Commons, dated 22nd January, 1908, (as far as the Department of Marine and Fisheries is concerned), showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th of June, 1906, to 1st January, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 28th March, 1908.—*Mr. Taylor*. . . . . *Not printed.*
- 161.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all letters, correspondence, plans, surveys, estimates, &c., in connection with the proposal to open a waterway in St. Anicet and Ste. Barbe, in the county of Huntingdon, from Lake St. Francis to St. Louis River. Presented 12th March, 1908.—*Mr. Walsh (Huntingdon)*. . . . . *Not printed.*
- 162.** Return to an order of the House of Commons, dated 12th March, 1908, for copies of all correspondence between the Auditor General and the Department of Marine and Fisheries, concerning the travelling expenses of Commander Spain in 1905-6. Presented 12th March, 1908.—*Hon. L. P. Brodeur*. . . . . *Not printed.*

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**CONTENTS OF VOLUME 19—Continued.**


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- 163.** Return to an order of the House of Commons, dated 12th February, 1908, showing:  
 1. The total revenue of Belleville, Ontario, Harbour, for the years 1903, 1904, 1905, 1906 and 1907. 2. The expenditure for the years above-mentioned in the harbour; (a) for salaries, and to whom, (b) dredging in each year; (c) for building retaining walls along the river at entrance of harbour; and (d) to whom or what persons such last-named sums were paid. 3. What money, if any, the Government has advanced to the Harbour Commissioners of Belleville for improvements, how much and when. 4. If any money has been advanced, what security the Government holds for repayment of the same. 5. The tenders received for building the retaining walls for improvement of Belleville Harbour, the tenderers, the amount of each tender, and to whom the contract was awarded. Presented 13th March, 1908.—*Mr. Porter*... .. *Not printed.*
- 164.** Copy of the order in council appointing Mr. Richard L. Drury, of Victoria, B.C., as a special officer of the Immigration Branch of the Department of the Interior in Japan. Presented 17th March, 1908, by Sir Wilfrid Laurier... .. *Not printed.*
- 165.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all letters, telegrams, reports, documents and papers (so far as the same are not of a confidential character) in relation to the trial and conviction of one Frederick Blunden, for cattle stealing at Macleod, in the province of Alberta, in 1904. Presented 19th March, 1908.—*Mr. Ward*... .. *Not printed.*
- 166.** Return to an order of the Senate, dated the 17th March, 1908, for a copy of the Minutes of the meeting of the Standing Committee of the Senate on Railways, Telegraphs and Harbours, held on the 21st and 22nd of May, 1901, be laid on the table. Presented 18th March, 1908.—*Hon. Mr. Landry*... .. *Not printed.*
- 167.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of the interim report of the commissioner appointed to investigate alleged irregularities at Sorel in connection with construction of piers on Lake St. Peter. Presented 23rd March, 1908.—*Hon. L. P. Brodeur*... .. *Not printed.*
- 168.** Return to an order of the House of Commons, dated 20th January, 1908, showing all fines imposed for violation of the Fisheries Act in Division No. 2, Nova Scotia, comprising the counties of Antigonish, Colchester, Cumberland, Guysborough, Halifax, Hants and Pictou, showing the amount of each fine, dates on which same were imposed and paid, the place of trial in each case, the offence charged, and the names of the convicting justices or fishery officers. Presented 23rd March, 1908.—*Mr. Sinclair*.  
*Not printed.*
- 169.** Return to an address of the House of Commons, dated 11th March, 1908, for a copy of all orders in council, reports, correspondence, documents, letters and papers not already brought down, relating to a grant by His Majesty of any Indian reserves in the province of British Columbia to the Grand Trunk Pacific Railway Company, or to any officer of the company, or to any person on behalf of that company. Presented 24th March, 1908.—*Mr. Borden (Carleton)*... .. *Printed for sessional papers.*
- 170.** Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions on each of the Government steamers for the last three fiscal years, the average complement of officers and men provisioned on each for each year, and the cost per man per day. Presented 24th March, 1908.—*Mr. Foster*.  
*Not printed.*
- 171.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all petitions and correspondence relating to the establishment of a post office at Mill Settlement, West, and also at north side of Newcastle Creek, in the electoral division of Sunbury and Queen's. Presented 26th March, 1908.—*Mr. Wilmot*... .. *Not printed.*

### CONTENTS OF VOLUME 19—*Continued.*

- 171a. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all letters, petitions, correspondence and other papers in connection with the application to establish a post office at North Grove, in the county of Grenville. Presented 3rd April, 1908.—*Mr. Reid (Grenville)*. . . . .*Not printed.*
- 171b. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all letters, telegrams and petitions, in possession of the Government, or any member or official thereof, respecting the dismissal of Mrs. Mary Finlay as postmistress at the head of St. Peter's Bay, and the appointment of her successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*. . . . .*Not printed.*
- 171c. Return to an order of the House of Commons, dated 18th December, 1907, showing the number of post offices receiving daily, tri-weekly, semi-weekly, and weekly mails, in each county of the provinces of New Brunswick and Nova Scotia, and the total postal revenue and expenditure in each of said counties. Presented 3rd April, 1908.—*Mr. Crocket*. . . . .*Not printed.*
- 171d. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams, petitions, &c., in possession of the Government or any member or official thereof, respecting the dismissal of Archibald McDonald as postmaster at Whim Road Cross, Prince Edward Island, and the appointment of William McGinnon as his successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*.  
*Not printed.*
- 171e. Return to an order of the House of Commons, dated 11th December, 1907, showing what complaints respecting the inadequacy of postal service or delays therein, or respecting lack of or defects in postal facilities or means of communications, have been received by the Post Office Department since the 1st day of January, 1907, and the general nature of such complaints. Presented 29th April, 1908.—*Mr. Armstrong*.  
*Not printed*
- 171f. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all petitions, letters of recommendation, written requests and correspondence with the government in connection with the opening of a Post Office Savings Bank in the post office at St. Gabriel de Brandon, in the province of Quebec. Presented 29th April, 1908.—*Mr. Monk*. . . . .*Not printed.*
- 171g. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, petitions with signatures thereto, in possession of the Government, or any member or official thereof, respecting the removal of a post office from Angus McDonald's place in Pisquid, Prince Edward Island, to Russell Birt's, of the same place. Presented 29th April, 1908.—*Mr. Martin (Queen's)*. . . . .*Not printed.*
- 171h. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams and petitions in the possession of the Government or any member or official thereof, respecting the dismissal of Alex. McLeod in 1905, as postmaster at Valleyfield East, Prince Edward Island, and the appointment of his successor. Presented 29th April, 1908.—*Mr. McLean (Queen's)*. . . . .*Not printed*
- 171i. Return to an address of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions and any information in the possession of the Government, relating to changes in postal charges or regulations within the past two years, between the United States and Canada. Presented 5th May, 1908.—*Mr. Armstrong*. . . . .*Not printed*
- 171j. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence, telegrams, reports and memoranda, in possession of the Government, or any member or official thereof, respecting the establishment of daily mails and improvement of the mail service in the county of Queen's, Prince Edward Island. Presented 26th May, 1908.—*Mr. Martin (Queen's)*. . . . .*Not printed.*

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**CONTENTS OF VOLUME 19—Continued.**

- 172.** Return to an order of the House of Commons, dated 26th February, 1908, showing what sums of money were paid during the fiscal years 1905-6 and 1906-7 by any department of the Government to the Steel Concrete Company, Limited; for what purpose such payments were made; what orders for work or material to be done or supplied by that company are now being filled, and the aggregate amount payable for same. Presented 26th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 173.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Gold Commissioner at Dawson, on or subsequent to the 1st of August, 1906, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages were afterwards collected. Presented 27th March, 1908.—*Mr. Lennox*... ..*Not printed.*
- 173a.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Assistant Gold Commissioner at Whitehorse on or subsequent to 1st of August, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages have been collected. Presented 30th March, 1908.—*Mr. Lennox*...*Not printed.*
- 174.** Return to an order of the House of Commons, dated 8th January, 1908, showing: 1. What sums of money have been paid for advertising and printing, respectively, to the *Sun* and *Star* newspapers of St. John, N.B., the *Chronicle* of Halifax, the *Echo* and the *Glace Bay Gazette*, and the *St. John Globe*, during the following periods respectively: the fiscal years 1904-5, 1905-6, and from June 30, 1906, to date. 2. In what offices or job offices the printing is done for the *Sun*, *Star*, *Chronicle* and *Echo*. Presented 30th March, 1908.—*Mr. Foster*... ..*Not printed.*
- 174a.** Return to an order of the House of Commons, dated 13th June, 1908, showing all sums of money paid by the Government, or any department or official thereof, during the years 1902, 1903, 1904, 1905, 1906 and 1907, for advertising, printing, or for any other purpose, or on any other account whatever, to the *Sault Express*, a newspaper published at Sault Ste. Marie, Ontario, or to any person or persons, firm or company for or in respect of any work done by said newspaper for the Government, or any department or official thereof; also showing what amounts, if any, are disputed and unpaid, and showing for what purpose such moneys were paid, and accounts were incurred, respectively, and by what departments, or officials of the Government. Presented 30th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 174b.** Return to an order of the House of Commons, dated 22nd January, 1908, showing what amount has been paid by the Dominion Government for all purposes, from 1st January, 1904, to 1st January, 1908, to the following papers: *Alberta Star*, *Cardston*; *Lethbridge Herald*, *Macleod Advance*, *Nanton News*, *The Frank Paper*. Presented 30th March, 1908.—*Mr. Herron*... ..*Not printed.*
- 175.** Return to an order of the House of Commons, dated 15th January, 1908, showing the various services on which Mr. Shepley, K.C., has been engaged by the Government since 1896, and the amount that has been paid him for salary and expenses for each. Presented 30th March, 1908.—*Mr. Foster*.... ..*Not printed.*
- 176.** Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, letters, telegrams, correspondence and papers of every description and nature relating to the appointment of the Hon. Arthur Drysdale as justice of the Supreme Court of Nova Scotia, and especially all such documents as relate to the date of his acceptance of said appointment or the date of his declaration of intention to accept the same. Presented 30th March, 1908.—*Mr. Taylor*... ..*Not printed.*
- 177.** Return to an order of the House of Commons, dated 23rd March, 1908, showing how much has been paid to C. Boone or the Boone Company, since 1896, and the amount paid for work in each year at each point where same was performed by said party, firm or company. Presented 30th March, 1908.—*Mr. Bennett*... ..*Not printed.*

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178. Maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 30th March, 1908, by Hon. W. Pugsley... *See 178b.*
- 178a. Further maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 13th May, 1908, by Hon. W. Pugsley... *See 178b.*
- 178b. Return to an order of the House of Commons, dated 6th July, 1908. Report of the engineer on the Georgian Bay Ship Canal, together with estimates, plans, &c., illustrating the project in its main features. Presented 6th July, 1908.—Hon. W. Pugsley.  
*Printed for both distribution and sessional papers.*
179. Return to an order of the Senate, dated the 12th February, 1908, for a copy of: 1. The number of convicts under the age of twenty, and their respective nationalities. 2. The number of convicts from the age of twenty and upwards, and their nationalities, in each of the penitentiaries under Dominion control, for the years 1903, 1904, 1905, 1906 and 1907. Presented 31st March, 1908.—Hon. Mr. Comeau... *Not printed.*
180. Return to an order of the Senate, dated the 18th February, 1908, showing with respect to the two routes of the Transcontinental Railway that were surveyed between Grand Falls and Chipman, in the province of New Brunswick, the estimated cost of each of the lines, that is to say: 1. The "Back Route," so-called. 2. The St John Valley route. With the following details: (a) Cubic yards of ordinary excavation and fills; (b) cubic yards of loose rock; (c) cubic yards of solid rock; (d) cubic yards of concrete; (e) miles of steel trestle and cost; (f) number and cost of bridges. And with respect to the "Back Routes," giving the last-mentioned details as regards the following subdivisions of that route: 1. Grand Falls and Tobique River. 2. Tobique River and Intercolonial Railway. 3. Intercolonial Railway and Chipman. And is it the intention to adopt a pusher grade in the route selected? Presented 31st March, 1908.—Hon. Mr. Thompson... *Not printed.*
181. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of all letters, accounts, vouchers, cheques, correspondence and documents relating to any amount paid to Mr. R. T. McIlreith, barrister, of Halifax, for legal services, by the Government of Canada, during each of the fiscal years ending, respectively, 30th day of June, 1902, 1903, 1904, 1905 and 1906. Also relating to all amounts similarly paid to any legal agent or representative of the Government at Halifax during each of the fiscal years ending respectively, 30th June, 1891, 1892, 1893, 1894, 1895, 1896 and 1897. Presented 1st April, 1908.—Mr. Crocket... *Not printed.*
- 181a. Supplementary return to No. 181. Presented 3rd April, 1908... *Not printed.*
182. Copy of order in council relative to the appointment of the Honourable Walter Cassels, a commissioner to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting upon the integrity of the officials of the Department of Marine and Fisheries. Presented 2nd April, 1908, by Sir Wilfrid Laurier... *Not printed.*
- 182a. Correspondence between Sir Wilfrid Laurier and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 7th April, 1908, by Sir Wilfrid Laurier... *Not printed.*
- 182b. Correspondence between the Honourable Mr. Aylesworth and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 19th April, 1908, by Sir Wilfrid Laurier... *Not printed.*
- 182c. Letter of instructions from the Minister of Justice to George H. Watson, Esq., K.C., respecting the appointment of the latter as counsel to act with Honourable Mr. Justice Cassels in the investigation upon certain statements contained in the Report of the



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Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 1st May, 1908, by Hon. A. B. Aylesworth.

*Not printed.*

- 182d. Return to an order of the House of Commons, dated 15th January, 1908, showing all commissions of inquiry appointed between 1896 and 1908, the dates of appointment thereof, the names of the commissioners appointed and the secretary and counsel, or others appointed to assist them, the purpose or object of each such commission, the date of report of each such commission, what legislation, if any, has been enacted in consequence of such commissions and reports, the cost of each such commission, including salaries, travelling expenses, witness fees, fees of counsel, and other assistants, and for printing, distinguishing each separately. Presented 5th May, 1908.—*Mr. Porter.*

*Not printed.*

183. Return to an order of the House of Commons, dated 18th December, 1907, showing the various Marconi stations established by the Government, their location, the cost of construction and maintenance of each, the messages sent by each, the rate of tolls and the receipts, and all contracts, reports, papers and correspondence, in connection therewith. Presented 3rd April, 1908.—*Mr. Foster.* . . . . .*Not printed*

- 183a. Supplementary Return to No. 183. Presented 11th May, 1908. . . . .*Not printed.*

184. Return to an order of the House of Commons, dated 17th February, 1908, showing what quality or quantity of goods or supplies have been furnished by the Office Specialty Company to the Dominion of Canada in every department of the service since 1896, and the total amount for each year. Presented 3rd April, 1908.—*Mr. Bennett.**Not printed.*

185. Return to an address of the House of Commons, dated 19th February, 1908, for a copy of a memorial addressed to His Excellency the Governor General, respecting a reference to the Privy Council in regard to the constitutionality of the Saskatchewan Act passed by the Legislative Assembly of the province of Saskatchewan on the 23rd May, 1906; together with a copy of all correspondence, telegrams or other communications, relating thereto, between the Dominion Government or any member thereof, and the Government of Saskatchewan or any member thereof. Presented 31st March, 1908.—*Mr. Lake.* . . . . .*Printed for sessional papers.*

186. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all reports, plans, specifications, tenders, correspondence, telegrams, and all other papers, documents, and other information in connection with the construction of the Hillsboro' Bridge and approaches, including land purchases necessary therefor. Presented 6th April, 1908.—*Mr. Lefurgey.* . . . . .*Not printed.*

187. Return to an order of the House of Commons, dated 10th February, 1908, showing what action, if any, has been taken by this Government since 19th March, 1903, which would have for its object the removal of the cattle embargo upon Canadian cattle entering Great Britain. 2. For a copy of a resolution said to have been passed some years ago by the committee on agriculture, which requested that the Minister of Agriculture of the Dominion should invite the ministers of the different provinces in the Dominion to form themselves into a committee, whose object was to lay before the Government of Great Britain the importance of removing the cattle embargo. 3. Also showing what efforts, if any, have been made by the Minister of Agriculture to comply with the wishes of the above-named committee so expressed; together with a copy of the report, if any, of the same to the House, and what efforts have been so made; with what reason, if any, the Government assigns for not taking action in the matter. Presented 6th April, 1908.—*Mr. Armstrong.* . . . . .*Not printed.*

188. Census and Statistics, Bulletin V., Agricultural Census of Ontario, Quebec and the Maritime Provinces, 1907. Presented 6th April, 1908, by Hon. S. A. Fisher..*Not printed.*

### CONTENTS OF VOLUME 19—Continued.

- 189.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all memorials, documents, telegrams, and correspondence between the government of Prince Edward Island and the Government of Canada since 30th June, 1904, with respect to the non-fulfilment of the terms of union and for claims for damages in respect thereof. Presented 7th April, 1908.—*Mr. McLean (Queen's)*... ..*Not printed.*
- 190.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions, and any other information in possession of the Government or any member or official thereof, respecting the construction of branch railway lines in Prince Edward Island. Presented 13th April, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 191.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, documents, correspondence and papers, from the 1st day of January, 1907, to the present time, relating to the passage of United States war ships or training ships through the St. Lawrence canals and Great Lakes, including a statement showing the number of United States war ships or training ships which have passed through the St. Lawrence canals during that period, and a statement of all such war ships or training ships now on the Great Lakes, and particulars of the tonnage, horse-power, armament and crew of such war ship or training ship, and of the naval reserves or other naval forces of the United States Government, or of any State Government upon the Great Lakes; also all correspondence respecting the proposed passage of the gunboat *Nashville* through the St. Lawrence canals and river on her way to the Great Lakes next summer. Presented 7th April, 1908.—*Mr. Taylor.*  
*Not printed.*
- 192.** Return to an address of the House of Commons, dated 29th January, 1908, for copies of all papers, representations, memorials and correspondence had with the Minister of Finance or any member of the Government in reference to the proposed action of the Government through or in conjunction with the banks, to facilitate in a financial way the movements of the grain from the western provinces of Canada. Presented 7th April, 1908.—*Mr. Foster*... ..*Not printed.*
- 193.** Return to an order of the House of Commons, dated 11th December, 1907, showing: 1. How many drill halls have been constructed or are under construction by the Government since 1896. 2. In what localities these buildings have been constructed, and the cost of construction in each case. 3. What military organizations exist in the respective localities in which these drill halls have been erected, and the numerical strength of each such military organization. Presented 7th April, 1908.—*Mr. Worthington.*  
*Not printed.*
- 194.** Return to an address of the House of Commons, dated March, 1908, for a copy of all orders in council and regulations made by the Governor in Council, or prescribed by the Minister of Customs under the provisions of chapter eleven (11) of the Acts of 1907, (6 and 7 Edward VII.), relating to materials to be used in Canada for the construction of bridges or tunnels crossing the boundary between the United States and Canada, and all similar regulations or legislative or administrative provisions of the United States Customs Laws relating to such materials. Presented 8th April, 1908.—*Mr. Clements*... ..*Not printed.*
- 195.** Return to an order of the House of Commons, dated 15th January, 1908, for a complete list of the publications in Canada enjoying the newspaper rate. Presented 8th April, 1908.—*Mr. Cockshutt*... ..*Not printed.*
- 196.** Partial Return to an order of the Senate, dated the 17th March, 1908, for a copy of the service-roll of the Garrison Artillery Companies of Ottawa and Morrisburg, giving names of the militiamen who were on active service, and who were in barracks at Fort Wellington, Prescott, during the months of November and December, 1865, and during the months of January, February, March, April, May and June, 1866; and also a

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statement showing what was the daily pay paid to the soldiers of these two corps and that which the militiamen belonging to Company No. 2 of the Ottawa Field Battery received at the same time, or that which was received by other corps of the Military District of Ottawa, which were also called out for active service. Presented 8th April, 1908.—*Hon. Mr. Landry*. . . . . *Not printed.*

197. Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, reports, memoranda, agreements, contracts and other documents and papers of every kind, nature and description, from the 1st of January, 1900, up to the present time, relating to or touching the Dolkes or Dokis Indian reserve, or touching the surrender thereof of the timber thereon, and especially all such documents as aforesaid as relate to any proposals or arrangements for the surrender of any rights by the Indians in the said reserve or in the timber thereon, or to the sale or disposal of the said timber or any part thereof. Presented 9th April, 1908.—*Mr. Borden (Carleton)*. . . . . *Not printed.*
- 197a. Supplementary return to No. 197. Presented 2nd July, 1908. . . . . *Not printed.*
- 197b. Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all opinions of the Minister of Justice, or Deputy Minister of Justice, or any official of the Department of Justice, to the Minister of the Interior or any official of the Department of the Interior, with respect to the Metlakatla and Songhees Indian reserves, or either of the said reserves, since the 1st day of January, 1906. Presented 22nd April, 1908.—*Mr. Borden (Carleton)*. . . . . *Not printed.*
- 197c. Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all petitions, memorials, documents, correspondence and papers touching any matters, transactions or negotiations between the Department of Indian Affairs and the council of the Six Nations reserve, or the chief or chiefs of the said council or the Indian Rights Association or Warriors' Association, from the 1st day of January, 1906, to the present time. Presented 18th May, 1908.—*Mr. Lake*. . . . . *Not printed.*
198. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of contract and all correspondence in connection with purchase of cement from E. A. Wallberg, by the Department of Marine and Fisheries, to heighten Heath Point. Presented 13th April, 1908.—*Mr. Staples*. . . . . *Not printed.*
199. Return to an order of the House of Commons, dated 19th February, 1908, showing: 1. What amount the firm of H. N. Bate & Co. has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. 2. What amount the firm of W. C. Edwards & Co. has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. Presented 13th April, 1908.—*Mr. Taylor*. . . . . *Not printed.*
200. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all petitions, letters and applications, by or on behalf of "La Société Canadienne d'immigration et de placement," for assistance from the Government, and the answer by the Government or its officials to the same. Presented 13th April, 1908.—*Mr. Monk*. . . . . *Not printed.*
201. Return to an order of the House of Commons, dated 30th March, 1908, for a copy, as it appeared printed in the *Yukon World and Official Gazette* for nine months of the financial year 1906-7, of a synopsis of mining regulations referred to in the Auditor General's Report, 1906-7, at page L-37, and also setting forth the number of times the said advertisement appeared in the newspapers referred to in the time stated. Presented 13th April, 1908.—*Mr. Lennox*. . . . . *Not printed.*
202. Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, leases or other papers in connection with the leasing or proposed leasing of Kananaski Falls, on the Bow river. A copy of all correspondence and other

### CONTENTS OF VOLUME 19—Continued.

- papers in connection with the selling or otherwise disposing of 1,000 acres or any lands to the Calgary Power and Transmission Company (Limited). A statement showing an estimate of about the number of acres and territory owned by the Stony Indian Reserve, held in trust for the Indians, the said statement showing the quantity on each side of Bow river. Presented 13th April, 1908.—*Mr. Reid (Grenville)*. . . . .*Not printed.*
- 203.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, memoranda and reports, between the Government and its officers and solicitors and the provincial or territorial governments, in regard to the cases taken to test the liability for taxation of the Canadian Pacific Railway Company in the cases Rural Municipality of North Cypress vs. Canadian Pacific Railway; Rural Municipality of Argyle vs. Canadian Pacific Railway; Springdale School District vs. Canadian Pacific Railway; together with copies of all judgments of the courts before whom the cases were tried, and of the refusal of the Judicial Committee of the Privy Council of the application for leave to appeal to that court. Presented 21st April, 1908.—*Mr. Lake*. . . . .*Not printed.*
- 204.** Copy of a Report of the Privy Council approved by His Excellency the Administrator on the 21st April, 1908, on a memorandum dated 20th April, 1908, from the Minister of Public Works, recommending that the order in council of the 30th March, 1908, providing for the continuation of certain contracts therein mentioned for dredging at various places in the provinces of Ontario and Nova Scotia be cancelled. Presented 23rd April, 1908, by Hon. W. Pugsley. . . . .*Not printed.*
- 205.** Return to an order of the House of Commons, dated 27th April, 1908, showing claims for damages to property, or personal injury or loss or damage on the Intercolonial Railway, which have been settled since 1st January, 1908; nature of the claims so settled; amount of damage claimed in each case; the settlements arrived at, and the names of the persons so settled with. Presented 27th April, 1908.—*Hon. G. P. Graham*.  
*Not printed.*
- 205a.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of the Report of the Deputy Minister of Railways and Canals, and the Deputy Minister of Marine and Fisheries in reference to their meeting with delegates of the Boards of Trade of Prince Edward Island at Charlottetown in June last, to take into consideration the removal of the heavy freight and passenger rates on the Prince Edward Island Railway and the Intercolonial Railway, and on freight and passenger rates to and from Prince Edward Island; also all correspondence, telegrams, &c., in possession of the Government or any member or official relating thereto, and other questions discussed at said meeting. Presented 27th April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 205b.** Return to an order of the House of Commons, dated 30th March, 1908, for a copy of all letters, telegrams and other documents relating to an accident which happened at Mulgrave, Nova Scotia, on the 3rd of December last, whereby Captain James Forrestall lost his life; and also the evidence taken at the investigation subsequently held by officers of the department and the report made thereon. Presented 7th May, 1908.—*Mr. Sinclair*. . . . .*Not printed.*
- 205c.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of trains, both freight and passenger, on the Intercolonial Railway breaking down or detained from defects in engines during the months of October, November and December, 1907, and the causes of such defects. Presented 18th May, 1908.—*Mr. Reid (Grenville)*. . . . .*Not printed.*
- 205d.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives on the Intercolonial Railway out of service on the 31st December, 1907, and the date of purchase of each engine out of service, from whom purchased, type of engine, passenger or freight, haulage capacity, when in efficient state of repair, when put out of service, and when last used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*. . . . .*Not printed.*

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- 205e.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of tons of new steel rails lying along the line of the Intercolonial Railway, unused, date when purchased, if required, and when to be used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 205f.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives in service on the Intercolonial Railway on the several Sundays in the months of October, November and December, 1907, hauling freight trains. Presented 18th May, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 205g.** Return to an order of the Senate, dated the 12th May, 1908, for a copy of all the correspondence exchanged in 1906 and 1907, between Mr. L. C. A. Casgrain, of Nicolet, and Messrs. J. Butler, Deputy Minister of Railway and Canals, and T. C. Burpee, engineer, or any other persons in the Department of Railways and Canals, on the subject of the fences along the line of the Intercolonial Railway across the county of Nicolet and the neighbouring counties. Presented 21st May, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 205h.** Return to an order of the House of Commons, dated 10th June, 1908, for copies of all accounts, vouchers, correspondence and other papers relating to a payment of \$8,399.68 to K. Falconer in connection with New Accounting System on Government Railways, as set out at Page W—192, Report Auditor General, 1906. Presented 10th June, 1908.—*Hon. G. P. Graham*... ..*Not printed.*
- 205i.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, or any member or official thereof, with respect to improved railway service on the Belfast and Murray Harbour Branch Railway. Presented 10th June, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 206.** Return to an order of the House of Commons, dated 18th March, 1908, for a copy of all papers necessary to bring the information contained in Sessional Paper No. 90, 1907, up to date. (Robins Irrigation Company.) Presented 28th April, 1908.—*Mr. Ames*.  
*Not printed.*
- 207.** Certified copies of Reports of the Committee of the Privy Council, dated 30th March, 1908, and 16th April, 1908, approved by His Excellency the Administrator, and of the 28th April, 1908, approved by His Excellency the Governor General, on certain estimates of expenses in connection with the celebration of the founding of Quebec by Samuel de Champlain, submitted by the National Battlefields Commission for the sanction and approval of the Governor General in Council. Presented 30th April, 1908, by Sir Wilfrid Laurier... ..*Printed for sessional papers.*
- 208.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, reports, telegrams, resolutions, petitions, &c., in possession of the Government or any member or official thereof, respecting the demand of the Charlottetown Board of Trade or any person in Prince Edward Island, for federal legislation to give sailing vessels and steamers equal rights in their proper loading turns at the coal ports in Nova Scotia and Cape Breton. Presented 5th May, 1908.—*Mr. Martin (Queen's)*.  
*Not printed.*
- 209.** Return to an address of the Senate, dated 10th April, 1908, showing: 1. The number of automatic low pressure acetylene gas buoys which have been purchased by the Government during the years 1904-5-6-7 from the International Marine Signal Company, of Ottawa, giving each year separate, and the prices paid for the same. 2. Whether tenders were called for their supply; if so how many tenders were received, from whom, and the prices at which they were offered. 3. How many other gas buoys, beacons, whistling buoys and light appliances were purchased from the same company during the same period of time, the prices paid for the same; whether any tenders were called for; if so, the names of the tenderers and the prices asked. 4. The quantity of the carbide purchased by the Government during the years 1903-4-5-6-7, the price paid, from

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- whom purchased and whether by tender or otherwise. Presented 6th May, 1908.—*Hon. Sir Mackenzie Bowell* . . . . . *Not printed.*
210. Return to an address of the Senate, dated 30th January, 1908, showing: 1. Has Mr. Michel Siméon Delisle, of the parish of Portneuf, in the county of Portneuf, merchant, and, since 1900, member of the House of Commons, at any time after the general elections of 1896, received any sum of money whatsoever coming from the federal treasury. 2. If so, when, how much, and for what object at each time. Presented 6th May, 1908.—*Hon. Mr. Landry* . . . . . *Not printed.*
211. Return to an order of the House of Commons, dated 11th May, 1908, for a copy of the report made by Mr. Victor Gaudet as a result of the investigation held by him into charges preferred against E. Roy, foreman of works, under the Department of Marine and Fisheries; and of the evidence in connection therewith. Presented 11th May, 1908.—*Hon. L. P. Brodeur* . . . . . *Not printed.*
212. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports, and all other information, not already brought down, in possession of the Government or any member or official thereof, in reference to winter communication, and the construction of a tunnel between Prince Edward Island and the mainland of Canada. Presented 2nd July, 1908.—*Mr. Martin (Queen's)* . . . . . *Not printed.*
213. Return to an order of the House of Commons, dated 3rd February, 1903, for a copy of all tenders, contracts, correspondence, plans, specifications, certificates, schedules, and all other papers and documents, including settlement, agreements, claims or adjustments thereof, relating to the contract of Messieurs Murray & Cleveland to do the work at the eastern gap at Toronto Harbour, which work was completed in or about the year 1896. Presented 14th May, 1908.—*Mr. Macdonell* . . . . . *Not printed.*
214. Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all letters, telegrams, memoranda and correspondence of every kind between the Minister of Marine and Fisheries, or any officer of his department, and any person or persons, respecting the purchase of supplies for the Department of Marine and Fisheries at Quebec, St. John, New Brunswick and Halifax, during the years 1892, 1893, 1894, 1895 and 1896. Presented 14th May, 1908.—*Mr. Johnston* . . . . . *Not printed.*
215. Copy of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States, signed at Washington on April 11, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers*
- 215a. Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
216. Return to an order of the House of Commons, dated 29th January, 1908, showing the total expenditure by the Department of Public Works in Prince Edward Island over the following periods: 1873 to 1878; 1878 to 1896; 1896 to 1907; and the total expenditure by the Public Works Department in Prince county over periods 1873 to 1878; 1878 to 1882; 1882 to 1887; 1887 to 1891; 1891 to 1896; 1896 to 1900; 1900 to 1907, respectively. And the expenditures by the Public Works Department in the counties of Queen's and King's for the years and the periods of years above-mentioned. Also the total expenditures in said province by the Post Office Department, the Department of Railways and Canals, and the Department of Militia and Defence. And further, the total expenditures by the Department of Marine and Fisheries, including the development, propagation and preservation of the fisheries, and in the maintenance of winter communication across the Northumberland Straits, for the years and periods of years above referred to. Presented 26th May, 1908.—*Mr. Lefurgey* . . . . . *Not printed.*

### CONTENTS OF VOLUME 19—*Continued.*

- 217.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, contracts and appointments of overseers in respect to Port Burwell Harbour, in the county of Elgin, Ontario, since 1st January, 1907; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on the said harbour, giving names of overseers and by whom appointed for the same. Presented 26th May, 1908.—*Mr. Marshall*... ..*Not printed.*
- 218.** Return to an order of the House of Commons, dated 6th May, 1908, showing the names of all persons who furnished supplies to the steamer *Petrel* between the 31st March, 1907, and 30th April, 1908, the amount paid to each such person, and the date of each payment. Presented 4th June, 1908.—*Mr. Chisholm (Huron)*... ..*Not printed.*
- 219.** Return to an order of the House of Commons, dated 19th February, 1908, (a) showing the revenue contributed by the province of British Columbia for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Customs. 2. Chinese Immigration. 3. Inland Revenue, Excise, Weights and Measures, Gas Inspection, Electric Light Inspection, Methylated Spirits, Sundries. 4. Post Offices. 5. Public Works, Telegraphs, Esquimalt Graving Dock, Casual. 6. Experimental Farm. 7. Penitentiary. 8. Marine and Fisheries, Sick Mariners' Fund, Steamboat Inspection, examination of Masters and Mates, Casual and Harbours, Fisheries. 9. Superannuation. 10. Dominion Lands and Timber. 11. Vancouver Assay Office. 12. Miscellaneous. 13. Public Debt. 14. Any other source. And (b) showing expenditure by the Dominion of Canada on account of the province of British Columbia, for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Public Debt. 2. Charges of Management. 3. Lieutenant Governor. 4. Administration of Justice, Judges, &c. 5. Penitentiary. 6. Experimental Farm. 7. Quarantine. 8. Immigration. 9. Pensions, &c. 10. Militia. 11. Public Works, Buildings, Harbours and Rivers, Dredging. 12. Telegraphs, Agency. 13. Mail subsidy. 14. Marine and Fisheries, Dominion Steamers, Lighthouses, Meteorological Marine Hospital, Steamboat Inspection, Miscellaneous, Fisheries, Fisheries Inspection, Hatcheries. 15. Indians. 16. Subsidies. 17. Dominion Lands. 18. Customs. 19. Inland Revenue, Excise, Weights and Measures, Gas and Electric Light. 20. Esquimalt Dry Dock. 21. Post Office. 22. Chinese Immigration. 23. Defences, Esquimalt. 24. Chinese Immigration Inquiry. 25. Bounty on Minerals. 26. Miscellaneous. 27. Vancouver Assay Office. 28. Railway Subsidies. 29. Any other source. Presented 10th July, 1908.—*Mr. Ross (Yale-Cariboo)*...*Printed for distribution.*
- 220.** Return to an order of the House of Commons, dated 3rd February, 1908, showing during the last ten years how much money has been expended by years by this Government for printing and lithographing done outside of Canada; and for what reason such work was done out of Canada. Presented 4th June, 1908.—*Mr. Macdonell*...*Not printed.*
- 221.** Return to an order of the House of Commons, dated 5th June, 1908, for a copy of the evidence taken in the *Montcalm-Milwaukee* collision case, and a copy of the decision of the wreck commissioner and of the assessors on the collision. Presented 5th June, 1908.—*Hon. L. P. Brodeur*... ..*Not printed.*
- 222.** Return to an order of the House of Commons, dated 13th January, 1906, for the production of the following: 1. A copy of the appointment of Doctor Edmond Savard, of Chicoutimi, as paymaster for the county of Chicoutimi. 2. A copy of the instructions given to him as such regarding the validity of the receipts. 3. A copy of all correspondence that took place between Doctor Edmond Savard and the Department of Public Works of Canada in regard to the St. Fulgence pier, in the county of Chicoutimi. 4. A copy of all correspondence that took place between the Auditor General and the Department of Public Works regarding the said Doctor Edmond Savard, paymaster, concerning the St. Fulgence pier. 5. A copy of all the pay lists in connection with the said St. Fulgence pier during the period of time that the said Doctor Savard

# CONTENTS OF VOLUME 19—Continued.

was paymaster. 6. A copy of all the pay lists for works done to the wharfs of Chicoutimi and St. Alexis during the time that the said Doctor Savard was paymaster. Presented 9th June, 1908.—*Mr. Bergeron*. . . . .*Not printed.*

**223.** Return to an order of the House of Commons, dated 11th March, 1908, showing: 1. All lands or interests in lands granted by the Government to the Temperance Colonization Society, together with the dates of such grants, description of lands granted, consideration paid, or terms upon which such lands were granted, and all other particulars of sale. 2. Showing the terms of settlement or otherwise upon which such lands were granted, or held by the Society, and the conditions or regulations in force from time to time regarding such grants, and the holding thereof respectively. 3. Showing wherein or in what respect and with respect to what lands, the said Society lived up to, and complied with such conditions and regulations, and wherein the Society failed to comply therewith. 4. Showing what lands, if any, have been reclaimed by the Government from the Society for such non-compliance with such terms and conditions, or for any other cause or reason. 5. Showing what lands the said Society still hold, as far as known. 6. Showing whether the said Society is still in existence, and if so, who compose the same as far as known. 7. Also for a copy of all correspondence, reports, memoranda, orders in council, or other documents in possession of the Government, relating to the said Society or the lands granted thereto. Presented 10th June, 1908.—*Mr. Macdonell*. . . . .*Not printed.*

**224.** Return to an order of the House of Commons, dated 13th January, 1908, showing the number of men and the quantity of supplies, material and mails transported on Government account over the Qu'Appelle, Long Lake and Saskatchewan Railway, the Calgary and Edmonton Railway, the Lake Manitoba Railway and Canal Company, and the Winnipeg Great Northern Railway, with the cost of same at current transport rates, since the beginning of the contract arrangements made with each, up to date. Presented 17th June, 1908.—*Mr. Foster*. . . . .*Not printed.*

**225.** Supplementary Return to an order of the House of Commons, dated 17th December, 1906, for: 1. A copy of all leases and agreements between the Government, represented by the Department of Marine and Fisheries, and (a) the Athabasca Fish Company (J. K. McKenzie, Selkirk, Manitoba), or their assigns, Messrs. Butterfield & Dee; (b) A. McNee, Windsor, Ontario; (c) the British American Fish Corporation, of Montreal and Selkirk (F. H. Markey). 2. A copy of all reports, correspondence or documents, relating to or touching upon the application for securing of, transfer of, or enjoyment of any privileges under said leases. 3. A statement of all rentals, bonuses, or payments to the Government in respect of such leases to date. 4. All information in the possession of or procurable by the Government with reference to (a) the number of tugs, boats and men employed; (b) the quantity and value of nets used; (c) the number and value of fish taken; (d) the quantity of fish exported under each of said leases during the last period of twelve months, for which such figures are available. Presented 26th June, 1908.—*Mr. Ames*. . . . .*Not printed.*

**226.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all contracts, papers and other documents between the Government or the Department of Militia and Defence, or any member thereof, or any one acting for or on its behalf, and the Sutherland Rifle Sight Company, or any one acting for or on its behalf, relating to the purchase of rifle sights or any other materials. Presented 26th June, 1908.—*Mr. Worthington*. . . . .*Not printed.*

**227.** Return to an order of the Senate, dated 18th June, 1908, showing the tonnage entered at St. John, N.B., and Halifax, N.S., for the years 1905, 1906 and 1907. Also the value of imports for the same years at St. John, N.B., and Halifax, N.S., and also the value of exports for same year from St. John, N.B., and Halifax, N.S. Presented 7th July, 1908.—*Hon. Mr. Domville*. . . . .*Not printed.*



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**CONTENTS OF VOLUME 19—Continued.**

- 228.** Return to an order of the House of Commons, dated 13th July, 1908, for a copy of a memorandum by Major General P. H. N. Lake, C.B., C.M.G., Inspector General, upon that portion of the Report of the Civil Service Commissioners, 1908, which deals with the Military Administration of the Militia. Presented 13th July, 1908.—*Sir Frederick Borden*... ..*Printed for distribution.*
- 229.** Return to an order of the House of Commons, dated 13th January, 1908, showing the population of each town, village or other place in Canada, in which any public building has been erected at the expense of Canada since 1st January, 1897, or for a public building in which any public money has been voted, expended or appropriated since that date, together with a statement of the amount voted, expended or appropriated in each case, the total cost of each such building, the estimated total cost of any such building not yet completed, the purpose of each such building in each instance, the cost of the annual maintenance and upkeep thereof; and so that the said statement shall show the information aforesaid by division of the said towns, villages or other places in the following classes: Those having a population not exceeding 2,000, 3,000, 4,000, 5,000, 6,000, 7,000, 8,000, 9,000, 10,000; also giving the names of all other towns and villages in Canada of each of the said classes in which no such public buildings have been erected up to the present time. Presented 13th July, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
- 230.** Return to an address of the Senate, dated 2nd July, 1908, showing: 1. The names of all senators and members of the House of Commons who have been appointed to office of emolument during the years 1896-7-8-9, 1900-1-2-3-4-5-6-7 and 8. 2. The name of the office to which each senator and member was appointed. 3. The salary attached to each office. Presented 14th July, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 231.** Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all petitions, letters, correspondence, reports, documents, papers, and other information in relation to the granting of a license in the year 1905 to E. H. McLennan and G. A. Redmond, both of River John, Nova Scotia, for the erection of a factory and to fish lobsters, with the date of such license. Presented 16th July, 1908.—*Mr. McLean (Queen's)*... ..*Not printed.*
- 231a.** Return to an address of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, telegrams, petitions, orders in council, applications for licenses, in possession of the Government or any member or official thereof, respecting the granting of lobster fishing and packing licenses in Prince Edward Island for the years 1904, 1905, 1906 and 1907-8, and the report of the inspectors thereon. Presented 18th July, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 232.** Return to an order of the House of Commons, dated 16th December, 1907, showing: The amounts paid by the various departments of the Government since July, 1896, for sites for the following purposes, respectively: (a) court houses; (b) Royal Northwest Mounted Police purposes; (c) jails or penitentiaries; (d) armouries; (e) post offices; (f) Dominion lands office; (g) land titles offices; (h) customs offices; (i) inland revenue; (j) weights and measures; (k) other Dominion Government purposes, in the following villages, towns or cities, respectively: Winnipeg, Brandon, Regina, Moosejaw, Medicine Hat, Lethbridge, Calgary, Macleod, Cardston, Pincher Creek, Red Deer, Lacombe, Wetaskiwin, Edmonton, Battleford, Prince Albert, Saskatoon, Yorkton and Dauphin. Presented 17th July, 1908.—*Mr. McCarthy (Calgary)*... ..*Not printed.*
- 233.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of specifications, tenders, contracts, orders in council, extension or renewal of contracts in connection with Quebec Harbour improvements in 1903, and subsequently; and of all letters, correspondence and memoranda in connection therewith; and also a statement of the sums of money paid on account of the work in and subsequent to 1903. Presented 17th July, 1908.—*Mr. Lennox*... ..*Not printed.*

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**CONTENTS OF VOLUME 19—*Concluded.***

- 234.** Copy of a telegram from the Canadian Manufacturers' Association relative to the woollen industries, and Sir Wilfrid Laurier's reply thereto. Presented 18th July, 1908, by Sir Wilfrid Laurier. . . . . *Not printed.*
- 234a.** Correspondence, &c., from the Canadian Manufacturers' Association relating to the woollen industries in Canada. Presented 20th July, 1908, by Sir Wilfrid Laurier. . . . . *Not printed.*
- 235.** Return to an order of the Senate, dated 6th May, 1908, calling for copies of all correspondence with the Department of Inland Revenue and officers, referring to analysis of fertilizers and for the decision of the department on questions raised during the years 1906, 1907 and 1908, to date. Presented 18th July, 1908.—*Hon. Mr. Domville.* . . . . . *Not printed.*

DEPARTMENT OF RAILWAY AND CANALS

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CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1906

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1907

[No. 20a—1908.]



OTTAWA, August 8, 1907.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

DEAR MR. BUTLER :—Hitherto it has been the practice to publish the statistics in relation to canals a year later than their actual date. Two reasons in chief actuated this course : First, the calendar year was used, as it still is, for figures relating to navigation ; second, certain data supplied by American Boards of Trade with respect to waterways traffic were not available until the latter part of the succeeding year. In this situation you instructed me to have the statistical matter prepared in time for the report to be laid before Parliament at the session immediately following the year to which it related. I have acted accordingly, and during the next sitting of the House of Commons the Canal Statistics for the year 1906 and also for the year 1907 will be presented. In future the report will be published within three months after the close of the calendar year.

I have thought it well to prepare a digest of some of the more important statistics with regard to the traffic which has passed through Canadian canals. The following table will be of interest :—

7-8 EDWARD VII., A. 1908

STATEMENT of total Freight passed through the Canals, for the following Years :—

Years.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
1887.....	336,648	1,154,424	138,692	202,563	151,806	192,628	86,374	457,492	713,519	2,006,997	2,720,516
1888.....	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,697
1889.....	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890.....	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891.....	370,120	1,155,247	103,814	123,193	248,186	307,958	56,747	543,259	772,869	2,129,657	2,902,526
1892.....	327,560	1,322,137	173,538	136,787	241,034	302,983	47,366	481,301	789,628	2,242,208	3,031,736
1893.....	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	506,773	868,023	2,678,966	3,546,989
1894.....	290,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895.....	264,824	1,070,046	286,191	91,177	382,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896.....	288,353	1,619,668	259,659	100,519	1,197,245	3,536,064	117,536	867,040	1,867,792	6,123,351	7,991,073
1897.....	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	969,203	1,322,216	7,238,751	8,560,967
1898.....	263,989	1,819,887	187,263	98,967	929,508	2,425,121	81,615	912,135	1,362,365	6,256,110	6,618,475
1899.....	296,208	1,833,412	266,364	115,133	732,030	2,129,998	125,678	727,111	1,420,290	4,806,644	6,225,924
1900.....	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,596	3,758,107	5,013,693
1901.....	340,805	1,686,094	268,449	201,231	607,204	1,801,696	177,715	682,065	1,294,173	4,371,066	5,665,259
1902.....	529,085	2,064,480	306,212	342,484	515,828	3,000,636	190,243	662,229	1,543,368	5,969,829	7,513,197
1903.....	648,150	2,391,366	480,174	408,500	868,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904.....	606,737	2,047,499	511,897	276,578	699,784	2,778,903	483,796	851,063	2,302,203	5,954,033	8,256,236
1905.....	736,976	2,252,514	549,365	347,089	607,228	3,183,896	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906.....	1,288,929	2,355,855	627,094	234,919	991,508	3,565,256	482,239	397,385	3,339,770	7,183,415	10,523,185

\*Sault Ste. Marie canal opened in August, 1896.

## SESSIONAL PAPER No. 20a

It will be observed that the business between Canadian ports shows a large increase during the twenty years period, particularly with regard to traffic westward. From Canadian to United States ports the growth has been considerable, although here again the up-bound traffic has been in larger volume than that moving eastward. The trade between United States ports by way of Canadian canals has grown very largely since 1887, although exhibiting wide fluctuations. In this instance, however, the movement downward—that is, from the Upper Lakes to ports in the East—has expanded to a greater degree than that upward.

There has been an actual shrinkage in the up traffic between United States and Canadian ports during the twenty years included in the table. The eastbound business, however, has practically doubled.

With regard to total tonnage, it will be observed that the traffic moving up and down has increased by 287 per cent. during the past twenty years. The business westward showed a gain of 368 per cent., while that eastward grew to the extent of 257 per cent. It is instructive to take note of the fact that this expansion of business on the canals of Canada is relatively larger than that shown by Canadian railways during the same period. While 57,966,713 tons of freight were carried by Canadian railways in 1906, as compared with 16,356,337 in 1887, the betterment was but 254 per cent. as against 287 per cent. on the canals. Of course, this includes the use made by United States vessels of the Canadian Sault Ste. Marie and Welland canals.

This must be regarded as a very satisfactory result, indicating as it does the value and growing usefulness of the Canadian waterways system. As the territories west of Lake Superior develop the importance of Canadian waterways will be more and more demonstrated as a means for the controlling of transportation rates.

I append two further tables with respect to United States and Canadian vessels which have passed through Canadian canals since the year 1887 :—

## STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

## CANADIAN VESSELS.

Years.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	180,376	1,285,304	1,345,018	2,640,322	17,661
1889	1,286,574	1,207,892	188,131	39,371	976	.....	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	221,478	32,909	928	351	14,003	296,576	1,568,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,758	28,642	500	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,465	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,828	170,186	26,787	1,172	10	17,087	248,442	1,736,489	1,697,565	3,434,054	20,787
1894	1,343,792	1,260,907	217,635	19,296	2,177	5	6,394	222,696	1,645,998	1,502,906	3,048,904	19,027
1895	1,298,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,909	1,752,321	1,697,395	3,449,706	20,972
1897	1,623,192	1,482,951	215,785	11,378	.....	.....	3,533	297,938	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,806	255,927	1,927,858	1,870,627	3,797,485	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	346,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,233	1,681,340	265,926	14,922	2,909	64	38,015	368,781	2,074,143	2,065,107	4,139,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,800
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	296,530	2,258,732	2,226,983	4,485,695	22,198
1903	2,061,253	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,787
1904	1,838,260	1,907,886	298,246	169,740	5,175	4,223	237,910	319,661	2,390,590	2,391,510	4,772,100	21,861
1905	2,069,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,081	2,645,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498



SESSIONAL PAPER No. 20a

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years  
UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,080	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	155,095	49,778	114,613	284,221	347,595	631,777	3,921
1889.....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	396,661	384,796	721,397	3,864
1891.....	10,357	23,851	70,665	27,727	283,013	238,618	31,063	146,602	396,118	442,998	839,116	3,602
1892.....	12,023	23,405	88,221	22,763	280,315	226,437	37,037	172,504	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	331,994	292,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,890	302,552	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	138,554	17,712	262,240	216,542	32,285	185,730	441,927	444,762	886,679	4,427
1896.....	11,486	19,093	195,228	21,953	357,205	282,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,890	308,878	305,464	32,331	336,004	596,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,166,503	51,902	284,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	6,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	6,694
1902.....	13,622	37,871	187,896	70,641	1,756,948	1,634,672	123,257	241,602	2,061,653	2,004,786	4,066,439	6,493
1903.....	14,014	24,168	265,208	65,247	1,796,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	30,993	1,464,316	1,475,085	68,091	305,697	1,818,240	1,857,665	3,675,905	6,233
1905.....	19,743	19,444	364,986	51,876	2,350,494	1,701,704	101,536	456,459	2,836,768	2,259,483	5,096,251	7,086
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,496	3,244,863	2,440,452	5,685,315	7,319

There would appear to have been a larger growth in the tonnage of United States vessels passing through our canals than of Canadian vessels; but the tables show that the carrying capacity for the year 1906, as measured by the actual reports at canal offices, was about equally divided between the two countries. That is to say, while Canadian vessels represented a tonnage of 5,526,321, American vessels made up a tonnage of 5,685,315.

A wide disparity, however, is apparent when the number of vessels—or, more correctly speaking, the number of passages—is taken into account. To make up the American tonnage above given, 7,319 passages were required; while for the Canadian tonnage it took 25,498 passages. This difference is accounted for by the number of United States vessels of high tonnage engaged in the ore, coal and grain carrying trade on the Great Lakes, as well as by the fact that many vessels of low tonnage use the St. Lawrence and eastern canals with great frequency and thus swell the number of passages.

With regard to the commodities making up the traffic through the canals during the year 1906, it is interesting to note that iron ore is in the lead. This ore, however, is not in any considerable volume connected with Canadian trade. Among the agricultural products which passed through the canals, the following are worthy of notice.

	1897.	1906.
Barley .....	19,168 tons.	123,950 tons.
Corn.....	395,753 “	244,122 “
Flour.....	15,930 “	297,937 “
Meals.....	44,014 “	27,472 “
Oats.....	83,527 “	209,285 “
Wheat ..	370,167 “	1,406,741 “
Total.....	927,559 tons.	2,309,507 tons.

The wheat tonnage given above would represent 46,891,367 bushels, and the products in the list make up over 40 per cent of the total traffic which passed through the canals during the year 1906.

I also append a table of thirty-two of the principal commodities in the canal traffic since the year 1888:—

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Tonnage of Articles carried through Canadian Canals from 1888 to 1906.

Articles.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
1. Bricks.....	13,635	10,299	12,359	14,273	12,001	14,727	10,725	9,122	10,855	10,903
2. Cement.....	16,878	6,432	3,164	5,406	4,322	10,764	10,591	9,652	7,829	12,820
3. Iron (all kinds).....	32,756	44,186	39,798	22,167	17,996	30,197	28,897	28,471	30,334	41,949
4. Steel.....	89	10,056	13,891	7,067	3,806	1,268	1,685	2,769	13,716	6,854
5. Stone or cutting.....	13,208	19,980	13,891	13,760	3,972	3,357	1,06	1,243	1,365	1,713
6. Apples.....	8,387	3,695	4,329	7,666	7,190	3,929	5,160	3,473	16,716	5,204
7. Barley.....	8,538	8,821	14,185	27,840	16,504	20,700	29,358	10,166	16,328	19,168
8. Corn.....	356,446	344,261	197,604	197,604	196,913	450,330	174,279	173,269	338,092	395,753
9. Flour.....	202,516	11,416	20,706	20,684	25,746	26,136	43,751	50,343	49,676	15,980
10. Hay pressed.....	4,740	3,617	3,623	5,648	5,867	12,100	18,090	22,121	10,973	5,980
11. Meals (all kind).....	12,643	20,313	22,211	27,021	33,097	37,272	61,426	48,008	47,889	44,014
12. Oats.....	30,529	31,977	33,857	64,300	90,382	53,630	90,957	20,166	650	82,527
13. Potatoes.....	779	632	880	814	950	417	252	232	394	1,528
14. Seeds.....	8,406	10,804	2,273	10,273	5,776	6,193	4,612	182	5,646	1,578
15. Agric. Products Veget.....	1,026	21,901	10,700	8,321	15,669	10,589	1,484	5,811	6,945	1,751
16. Cattle.....	967	950	1,303	1,220	879	798	808	723	877	1,199
17. Horses.....	638	610	728	693	544	773	774	2,568	931	878
18. Pork.....	1,078	1,571	1,190	1,152	870	608	1,331	811	1,177	945
19. Sheep.....	709	542	653	699	663	528	675	793	613	646
20. Marble.....	4,699	4,502	4,476	3,590	3,214	2,168	853	898	32	584
21. Sugar.....	10,423	9,160	8,624	4,112	9,896	13,246	31,586	16,050	23,737	14,243
22. Whisky.....	1,347	1,418	1,580	1,681	1,335	1,050	1,193	1,498	850	1,054
23. Firewood.....	136,048	100,636	108,786	116,089	169,971	220,516	177,906	202,938	218,204	271,112
24. Lumber sawn.....	798,449	898,209	746,929	673,020	760,251	671,926	642,742	587,226	600,680	595,522
25. Railway ties.....	25,956	16,022	10,799	10,165	12,589	9,418	3,926	6,363	4,440	9,558
26. Square timber.....	48,270	79,791	74,895	26,301	48,983	47,871	48,359	64,875	57,618	86,104
27. Saw logs.....	43,313	36,927	27,093	36,967	44,156	33,137	29,209	29,075	28,220	40,313
28. Coal.....	507,155	553,968	470,808	511,729	517,261	537,279	517,532	466,234	534,400	379,111
29. Iron ore.....	16,872	2,433	5,367	3	Nil.	Nil.	Nil.	60	490	Nil.
30. Timber and other woods free.	39,690	69,286	72,075	69,247	47,565	66,673	63,221	59,169	46,027	68,017
31. *Wheat, Corn, Flour, Iron, Salt, Coal.....	306,192	424,915	362,072	403,045	380,934	663,013	408,781	381,518	593,272	695,086
32. Wheat.....	155,248	185,190	143,952	230,840	301,486	285,799	279,720	209,984*	335,469	370,167

\*These articles were free, going westward, in the years when tolls were charged, and appear in this grouped form in the Statistics of the Department.

## DEPARTMENT OF RAILWAYS AND CANALS

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Tonnage of Articles carried through Canadian Canals from 1888 to 1906—*Concluded.*

Articles.	1888.	1889.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
1. Bricks.....	9,873	11,075	18,343	18,697	17,884	11,086	9,097	23,814	17,713
2. Cement.....	19,351	6,938	20,614	20,079	22,614	28,000	25,539	31,942	45,619
3. Iron (all kinds).....	26,979	27,158	46,183	79,415	118,916	136,160	123,121	145,280	218,901
4. Steel.....	9,387	17,684	8,861	4,043	2,104	8,514	4,900	5,661	4,632
5. Stone for cutting.....	2,785	5,364	2,432	2,539	3,238	4,961	576	23,511	31,337
6. Apples.....	3,412	4,480	6,182	1,973	7,695	13,490	11,865	9,217	8,046
7. Barley.....	15,510	28,353	26,754	27,689	38,137	51,003	75,538	114,226	123,950
8. Corn.....	624,854	399,915	348,493	185,888	81,645	338,132	189,739	267,387	244,122
9. Flour.....	34,061	39,018	97,546	171,400	357,104	359,845	260,630	243,585	297,357
10. Hay pressed.....	6,880	15,492	25,998	38,271	41,537	50,129	32,576	33,854	26,811
11. Meals (all kind).....	25,580	21,310	17,176	15,812	29,321	29,989	24,174	14,814	27,472
12. Oats.....	75,079	63,495	96,062	73,978	46,717	66,621	72,723	101,258	209,286
13. Potatoes.....	1,820	2,528	3,505	4,409	4,892	6,804	5,351	7,420	5,853
14. Seeds.....	5,783	7,945	3,308	4,602	8,308	6,828	6,477	3,727	1,455
15. Agric. Products Vegetables.....	3,320	2,952	1,909	2,663	9,178	3,219	2,688	6,470	4,905
16. Cattle.....	1,515	1,299	972	1,386	1,533	1,235	1,766	1,468	932
17. Horses.....	1,064	1,049	869	1,192	1,258	1,544	1,605	1,346	1,895
18. Pork.....	3,412	2,317	1,074	1,720	1,740	1,483	1,837	1,213	1,334
19. Sheep.....	451	535	604	557	743	392	606	616	514
20. Marble.....	208	2,428	3,906	2,223	1,262	1,621	22	2,475	2,575
21. Sugar.....	17,401	20,238	20,313	11,890	14,353	8,190	9,203	27,275	42,801
22. Whiskey.....	1,029	1,504	1,595	1,572	2,876	5,000	5,396	6,680	9,970
23. Firewood.....	187,216	212,076	227,108	217,105	307,172	320,765	440,254	423,693	468,133
24. Lumber sawn.....	593,261	597,109	521,282	472,954	557,607	583,522	476,436	591,028	645,257
25. Railway ties.....	6,467	16,423	7,587	12,508	7,653	4,603	3,788	7,470	5,608
26. Square timber.....	50,844	26,298	25,943	32,293	26,281	32,288	43,557	13,215	18,885
27. Saw logs.....	28,897	13,919	34,684	19,073	24,144	20,540	26,630	53,949	90,929
28. Coal.....	430,316	468,912	1,028,113	1,033,762	782,053	1,590,595	1,570,113	1,596,935	1,804,974
29. Iron ore.....	13,438	26,420	1,068,052	1,712,320	2,556,279	2,703,897	2,482,181	2,939,300	2,970,637
30. Timber and other woods free.....	28,962	32,624	38,286	45,666	68,615	68,487	64,808	68,629	70,015
31. *Wheat, Corn, Flour, Iron, Salt, Coal.....	652,949	454,895	352,499	280,902	395,078	538,897	427,514	533,866	709,320
32. Wheat.....	299,055	329,086	293,688	669,557	1,309,218	1,433,288	1,202,716	1,248,567	1,406,741

Wheat, corn, flour, iron, salt and coal form grouped item No. 31, although the same commodities appear separately in the list. This was because they were free in the years when tolls were collected. Tolls having been abolished this item hereafter will not appear in the statistical tables in the above form.

Yours sincerely,

J. L. PAYNE,  
*Comptroller.*

## CANAL STATISTICS

FOR

## SEASON OF NAVIGATION, 1906.

For the season of navigation of 1905 and 1906, all the canals were declared free, consequently no tolls were collected for the present year. The statistics as compiled show the Revenue as it would appear if tolls had been collected.

Both the revenue and tonnage show a large increase on all the canals for the present year, as per statements herewith presented.

## REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :—

For 1905 .....	\$ 356,405 68
For 1906 .....	379,549 70

By comparing the statistics of 1905 with 1906, it will be seen that the gross revenue has increased \$23,144. 02.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal .....	\$ 5,607 18	.....
" St. Lawrence Canals .....	12,974 98	.....
" Chambly Canal .....	1,797 30	.....
" Ottawa Canals. ....	1,742 17	.....
" Rideau Canals .....	1,333 08	.....
" St. Peter's Canal .....	.....	\$ 253 26
" Trent Valley Canals .....	.....	134 56
" Murray Canal .....	77 13	.....
" Sault Ste. Marie Canal .....	.....	.....
Total .....	\$ 23,531 84	\$ 387 82
Total increase. ....	23,144 02	.....

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1906, inclusive.

Years.	Revenue.	Increase.	Decrease.
1891 .....	\$ 350,351 97	\$ 2,292 46	.....
1892 .....	358,711 04	8,359 07	.....
1893 .....	348,012 00	.....	\$ 10,699 04
1894 .....	307,824 67	.....	40,187 33
1895 .....	283,211 41	.....	24,613 26
1896 .....	350,061 03	66,849 62	.....
1897 .....	346,758 87	.....	3,302 16
1898 .....	341,679 23	.....	5,079 64
1899 .....	291,652 37	.....	50,026 86
1900 .....	269,116 25	.....	22,536 12
1901 .....	250,949 57	.....	18,166 68
1902 .....	227,577 93	.....	23,371 64
1903 .....	333,086 86	105,518 93	.....
1904 .....	291,676 97	.....	41,419 89
1905 .....	356,405 68	64,728 71	.....
1906 .....	379,549 70	23,144 02	.....

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## GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twenty five years is as follows :—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID. (Free for 1904.)	
		To ports in Ontario.	Quantity from U. S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694		63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	109,664
1889.....	267,769	19,075	213,766
1890.....	288,513	16,899	245,932
1891.....	295,509	6,805	202,710
1892.....	261,954	8,942	201,540
1893.....	501,806	25,555	222,958
1894.....	273,651	16,699	203,979
1895.....	231,491	32,096	133,823
1896.....	461,049	73,486	160,372
1897.....	560,254	53,257	157,756
1898.....	519,532	31,279	144,612
1899.....	332,746	40,197	68,011
1900.....	244,661	17,525	84,889
1901.....	151,566	13,732	83,370
1902.....	208,215	22,787	81,164
1903.....	351,936	29,062	111,828
1904.....	198,246	23,711	102,523
1905.....	341,431	42,061	129,270
1906.....	404,935	33,351	176,119

\* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons; in 1892, 4,341 tons; in 1893, 71,445 tons; in 1894, 23,030 tons; in 1895, 18,987 tons; in 1896, 77,355 tons; in 1897, 89,659 tons; in 1898, 40,257 tons; in 1899, 43,823 tons; in 1900, 33,403 tons; in 1901, 17,387 tons; in 1902, 34,060 tons; in 1903, 40,641 tons; none in 1904, 1905 nor 1906.

The tolls on grain for passage through the Welland Canal prior to 1884 were 20 cents a ton; since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893 by Order in Council of February 13, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal, irrespective of its destination, and the same rate of tolls for 1894 were allowed by O.C., April 16, 1894.

For the year 1895 (O.C., April 1, 1895), the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O.C., April 23, 1896), the same rate of tolls was allowed as was granted for the year 1895.

For the year 1897 (O.C., April 17, 1897), the same rate of tolls was allowed as was granted for the year 1896.

For the year 1898 (O.C., June 1, 1898), the same rate of tolls was allowed as was granted for the year 1897.

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For the year 1899 (O.C., April 10, 1899), the same rate of tolls was allowed as was granted for the year 1898.

For the year 1900 (O.C., February 20, 1900), the same rate of tolls was allowed as was granted for the year 1899.

For the year 1901 (O.C., May 3, 1901), the same rate of tolls was allowed as was granted for the year 1900.

For the year 1902 (O.C., April 1, 1902), the same rate of tolls was allowed as was granted for the year 1901.

For the year 1903 the canals were declared free of tolls. O.C., April 27, 1903.

For the year 1904 the canals were declared free of tolls. O.C., April 27, 1903.

For the year 1905 the canals were declared free of tolls. O.C., April 27, 1903.

For the year 1906 the canals were declared free of tolls. O.C., April 27, 1903.

The rate through the St. Lawrence Canals only was 10 cents a ton.

It may be remarked that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has decreased from 560,254 tons in 1897 to 404,935 tons in 1906 and the quantity passed down the Welland Canal from United States ports to United States, has increased from 157,756 to 176,119 tons for the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 13 years, is reported as follows :—

	Tons.
For 1894 .....	60,666
1895 .....	51,114
1896 .....	153,717
1897 .....	228,611
1898 .....	293,391
1899 .....	209,170
1900 .....	229,624
1901 .....	227,700
1902 .....	263,861
1903 .....	253,959
1904 .....	154,625
1905 .....	148,377
1906 .....	386,963

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal for the same period was :—

	Tons.
For 1894 .....	288,015
1895 .....	247,550
1896 .....	495,898
1897 .....	601,200
1898 .....	575,097
1899 .....	372,291
1900 .....	295,928
1901 .....	203,316
1902 .....	242,225
1903 .....	400,057
1904 .....	220,076
1905 .....	375,630
1906 .....	449,673

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Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows :—

QUANTITY OF GRAIN TO SEA-BOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence Canal to Montreal, is as follows :—

For 1905 .....	375,630
1906 .....	404,935
Showing an increase of .....	<u>29,305</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows :—

For 1905 .....	148,377
1906 .....	386,963
Showing an increase of .....	<u>238,586</u>

The quantity of grain arrived at the tide-water by New York Canals, is reported as follows :—

For 1905 .....	216,237
1906 .....	294,467
Showing an increase of .....	<u>78,230</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

For 1905 .....	3,164,540
1906 .....	3,942,771
Showing an increase of .....	<u>778,231</u>

The increases and decreases for 1906 as compared with 1905 on the several routes, competing for the carrying trade to the sea-board, are as follows :—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence .....	29,305	.....	7.08	.....
" Canadian Pacific and Grand Trunk Railways .....	238,586	.....	160.79	.....
" New York Canals .....	78,230	.....	36.18	.....
" " Railways .....	778,231	.....	24.51	.....

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has



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decreased from 247,035 tons in 1895 to 236,003 tons in 1906 and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 111,946 tons in 1895 to 209,628 tons in 1906. The quantity passed down to Montreal shows an increase from 266,659 tons in 1895 to 523,159 tons in 1906.

## TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years, is as follows:—

In Canadian vessels there were in—

			Tons.
1892, 158	Cargoes, with an aggregate quantity of . . . . .		159,018
1893, 146	“ “ . . . . .		148,962
1894, 125	“ “ . . . . .		159,145
1895, 123	“ “ . . . . .		136,617
1896, 196	“ “ . . . . .		227,912
1897, 180	“ “ . . . . .		229,265
1898, 166	“ “ . . . . .		224,021
1899, 162	“ “ . . . . .		221,306
1900, 325	“ “ . . . . .		183,200
1901, 112	“ “ . . . . .		132,558
1902, 131	“ “ . . . . .		175,514
1903, 170	“ “ . . . . .		218,840
1904, 115	“ “ . . . . .		174,121
1905, 167	“ “ . . . . .		239,418
1906, 205	“ “ . . . . .		344,605

In the United States vessels there were in—

			Tons.
1892, 89	Cargoes with an aggregate quantity of . . . . .		109,812
1893, 257	“ “ . . . . .		328,269
1894, 84	“ “ . . . . .		106,236
1895, 56	“ “ . . . . .		73,987
1896, 158	“ “ . . . . .		217,978
1897, 197	“ “ . . . . .		285,847
1898, 339	“ “ . . . . .		464,852
1899, 167	“ “ . . . . .		205,571
1900, 259	“ “ . . . . .		163,575
1901, 135	“ “ . . . . .		123,229
1902, 135	“ “ . . . . .		136,652
1903, 219	“ “ . . . . .		273,986
1904, 118	“ “ . . . . .		150,359
1905, 235	“ “ . . . . .		273,344
1906, 178	“ “ . . . . .		269,800

Seventy-four Canadian and 10 American vessels took cargoes of 108,734 tons through to Montreal intact in 1906; 96 Canadian and 19 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1895, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359

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in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 363 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1906 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1906 was 72, against 50 the previous year.

The quantity of grain lightened was as follows :—

Articles.	1901.	1902.	1903.	1904.	1906.	1907.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat.....	393,490	577,697	670,302	175,117	679,840	1,009,474
Corn.....	556,911	529,651	834,718	408,976	104,027	110,629
Rye.....	Nil.	Nil.	13,768			
Oats.....	76,236	5,824	2,765	15,353		29,118
Barley.....	27,115	Nil.	13,242	9,686		2,103

The quality of Wheat discharged at Port Colborne in 1906 and two previous years from vessels which did not enter the canal, is as follows :—

	1904.	1905.	1906.
	Bush.	Bush.	Bush.
	88,067	108,459	383,437

#### WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1906 was 1,201,967 tons; of this quantity 11,187 tons were way or local freight.

There were 979,099 tons of freight passed eastwards, and 222,868 passed westwards.

#### *East and west bound Through Freight.*

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1906 was 1,190,780 tons.

Of this quantity 968,790 tons were east bound and 221,990 west bound freight.

Of the east bound through freight, Canadian vessels carried 488,674 tons and United States vessels carried 480,116 tons; and of the west bound through freight Canadian vessels carried 119,104 tons and United States vessels carried 102,886 tons, or a total of 607,778 tons for Canadian and 583,002 tons for American vessels.

#### ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1906 was 1,636,117 tons; of this quantity 1,033,716 tons passed eastward and 602,401 passed westward.

#### *East and west bound Through Freight.*

The total quantity of through freight was 1,200,092 tons; of this quantity 910,331 tons were east bound and 289,761 tons were west bound.

#### *Way Freight.*

Of the total quantity of (way) or local freight 312,640 tons were east bound and 123,385 tons west bound freight.

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## THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal during fifteen years, is as follows:—

	Eastward to Montreal. Tons	Westward from Montreal. Tons.
1892.....	263,144	9,452
1893.....	508,016	16,545
1894.....	292,191	9,439
1895.....	266,659	10,555
1896.....	480,077	10,050
1897.....	584,246	4,542
1898.....	538,108	4,436
1899.....	354,933	5,991
1900.....	288,251	6,217
1901.....	184,420	13,714
1902.....	250,475	25,289
1903.....	390,786	100,699
1904.....	278,328	71,512
1905.....	448,704	72,482
1906.....	554,231	96,791

## THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of fifteen years, is as follows:—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1892.....	300,733	240,332	541,065
1893.....	384,559	247,108	631,667
1894.....	361,319	230,948	592,267
1895.....	255,259	214,520	469,779
1896.....	385,695	267,518	653,213
1897 ..	353,863	210,831	564,694
1898.....	277,023	210,516	487,539
1899 .....	225,491	135,038	360,529
1900.....	218,969	99,560	318,529
1901 .....	190,476	83,543	274,019
1902.....	224,110	44,919	269,029
1903.....	221,074	149,151	370,225
1904 .....	165,337	87,144	252,481
1905 .....	190,547	112,549	303,096
1906 .....	237,226	84,205	321,431

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 18,335 tons, as compared with the previous year; and a decrease of 219,634 tons as compared with 1892.

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The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1906 inclusive:—

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867.....	5,405	933,260	458,386
1868.....	6,157	1,161,821	641,711
1869.....	6,069	1,231,903	688,700
1870.....	7,356	1,311,966	747,567
1871.....	7,729	1,478,122	772,756
<i>Season of navigation.</i>			
1872.....	6,063	1,333,104	606,627
1873.....	6,425	1,506,484	656,208
1874.....	5,814	1,389,173	748,557
1875.....	4,242	1,038,050	477,809
1876.....	4,789	1,099,810	488,815
1877.....	5,129	1,175,398	493,841
1878.....	4,429	968,758	373,738
1879.....	3,960	865,664	284,043
1880.....	4,104	819,934	179,605
1881.....	3,352	686,506	194,173
1882.....	3,334	790,643	282,806
1883.....	3,267	1,005,156	432,611
1884.....	3,138	837,811	407,079
1885.....	2,738	784,928	384,509
1886.....	3,589	980,135	464,478
1887.....	2,785	777,918	340,501
1888.....	2,647	878,800	434,753
1889.....	2,975	1,085,273	563,584
1890.....	2,883	1,016,165	533,957
1891.....	2,594	975,013	558,800
1892.....	2,615	955,554	541,065
1893.....	2,843	1,294,823	631,667
1894.....	2,412	1,008,221	592,267
1895.....	2,222	869,595	469,779
1896.....	2,766	1,279,987	653,213
1897.....	2,725	1,274,292	564,694
1898.....	2,384	1,140,077	487,539
1899.....	2,202	789,770	360,529
1900.....	2,399	719,360	318,529
1901.....	1,547	620,209	274,019
1902.....	1,568	665,387	269,029
1903.....	1,787	1,002,919	370,225
1904.....	1,433	811,371	252,481
1905.....	1,595	1,092,050	305,096
1906.....	1,536	1,201,967	321,431

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The total quantity of freight passed through the several divisions of the canals during the season of 1906 is as follows :—

	Farm Stock.	Forest Produce of Wood.	Manufac- tures.	Merchan- dise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....		147,468	91,809	222,202	740,488	1,201,967
St. Lawrence .....	1,857	271,324	142,664	595,566	624,706	1,636,117
Chambly.....	254	368,474	7,477	104,898	17,836	498,939
Ottawa .....	1,161	346,265	794	44,014	5,181	397,415
Rideau .....	6	31,430	6,517	38,128	6,076	82,159
St. Peters.....	6	10,361	3,430	50,561	11,969	76,327
Murray.....	8	3,274	9,523	12,846	2,076	27,727
Trent Valley .....	188	26,645	384	255	1,023	28,495
Sault Ste. Marie.....	43	161,130	216,079	4,523,065	1,673,732	6,574,039

The total quantity of freight moved on the Welland Canal was 1,201,967 tons, of which 740,488 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,636,117 tons, of which 624,706 were agricultural products, and 595,566 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 397,415 tons ; of this quantity 346,265 tons were the produce of the forest.

## STATISTICAL COMPARISON OF VARIOUS UNITED STATES ROUTES.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tide-water, it will be observed that the quantity carried by the New York Canals was 572,080 in 1906, 346,200 tons in 1905, 361,333 tons in 1904, 512,601 tons in 1903, 489,053 in 1902, 557,099 in 1901, 472,857 in 1900, 577,486 in 1899, 653,027 in 1898, 744,575 in 1897, 957,182 in 1896, 606,505 in 1895, 1,400,129 in 1894, 1,450,116 in 1893, 937,999 in 1892, and 1,092,385 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

In	Tons.	In	Tons.
In 1906.....	5,350,042	In 1887.....	*3,847,766
1905.....	4,475,888	1886.....	*3,802,262
1904.....	4,632,082	1885.....	4,105,594
1903.....	5,548,603	1884.....	3,639,805
1902.....	6,532,263	1883.....	4,422,461
1901.....	8,334,001	1882.....	3,885,557
1900.....	6,053,005	1880.....	4,732,385
1899.....	6,211,827	1869.....	1,087,809
1898.....	7,060,542		
1897.....	5,673,638		
1896.....	5,183,540		
1895.....*	3,798,574		
1894.....	4,281,056		
1893.....	5,107,426		
1892.....	5,913,013		
1891.....	5,565,381		
1890.....	4,336,199		
1889.....	3,654,984		
1888.....	3,197,734		

\* Flour and grain only.

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The following figures are an abstract of the quantities of vegetable food carried to tide-water by the canals and railways of the State of New York during thirty-eight years :—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	Tons.
1869	1,302,613	1,087,809	2,390,342	545
1870	1,295,010	1,766,467	3,061,467	423
1871	1,850,198	2,205,589	4,055,787	456
1872	1,674,320	1,870,614	3,544,934	472
1873	1,745,171	2,036,992	3,782,163	461
1874	1,767,598	2,791,517	4,559,115	387
1875	1,305,550	2,343,241	3,648,791	357
1876	1,064,293	2,875,803	3,940,096	270
1877	1,498,984	2,493,683	3,992,667	375
1878	1,912,734	3,695,764	5,608,498	341
1879	1,833,399	4,353,617	6,187,016	296
1880	2,371,090	4,732,385	7,103,475	333
1881	1,116,561	4,983,722	6,100,283	183
1882	1,118,776	3,885,557	5,004,333	223
1883	1,379,000	4,422,461	5,801,461	237
1884	1,236,986	3,639,805	4,876,791	253
1885	1,063,310	4,105,594	5,168,904	206
1886	1,489,886	3,800,262	5,292,148	281
1887	1,539,403	3,847,766	5,387,169	285
1888	1,166,958	3,197,734	4,364,692	267
1889	1,296,896	3,654,984	4,951,880	262
1890	1,167,901	4,336,199	5,504,100	212
1891	1,092,355	3,565,381	4,657,736	234
1892	937,999	5,913,013	6,851,012	137
1893	1,452,563	5,107,426	6,599,989	224
1894	1,400,129	4,281,066	5,681,195	327
1895	602,505	3,798,574	4,401,079	159
1896	957,182	5,183,540	6,140,722	156
1897	744,575	5,673,638	6,418,213	116
1898	653,027	7,060,542	7,713,569	085
1899	577,486	6,211,827	6,789,313	086
1900	472,857	6,063,005	6,525,862	073
1901	557,099	6,334,001	6,891,100	081
1902	489,053	6,532,263	7,021,316	069
1903	512,601	5,548,603	6,061,204	081
1904	361,333	4,632,082	4,993,415	073
1905	346,200	4,475,888	4,822,088	072
1906	520,080	5,350,042	5,870,122	097

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COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE  
OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

	Per cent.		Per cent.
In 1850 .....	68.9	In 1887 .....	16.3
1869 .....	47.0	1888 .....	18.8
1870 .....	38.9	1889 .....	15.1
1871 .....	38.9	1890 .....	13.9
1872 .....	40.1	1891 .....	13.4
1873 .....	34.9	1892 .....	9.8
1874 .....	31.7	1893 .....	10.1
1875 .....	28.4	1894 .....	10.2
1876 .....	24.6	1895 .....	9.7
1877 .....	28.3	1896 .....	8.5
1878 .....	27.1	1897 .....	8.3
1879 .....	23.7	1898 .....	6.9
1880 .....	25.1	1899 .....	7.2
1881 .....	18.5	1900 .....	5.2
1882 .....	19.0	1901 .....	5.1
1883 .....	18.7	1902 .....	5.5
1884 .....	19.0	1903 .....	5.6
1885 .....	17.1	1904 .....	4.6
1886 .....	16.9	1905 .....	4.5
		1906 .....	4.5

The quantity of freight carried by the canals and railways was more in 1906 by 8,491,081 tons than the quantity carried in 1905, and an increase of 69,791,048 tons over 1869.

The quantities carried were as follows :—

	Total Tonnage.	Proportion by canals.
In 1859 .....	5,485,076	6890
1869 .....	12,453,174	4705
1870 .....	15,148,174	3895
1871 .....	15,844,152	3896
1872 .....	16,631,609	4012
1873 .....	18,200,208	3497
1874 .....	18,283,547	3174
1875 .....	17,101,758	2841
1876 .....	16,948,627	2462
1877 .....	17,489,770	2833
1878 .....	19,017,301	2719
1879 .....	22,590,766	2373
1880 .....	25,706,586	2512
1881 .....	27,857,394	1859
1882 .....	28,693,054	1905
1883 .....	30,167,119	1877
1884 .....	26,293,844	1905
1885 .....	27,543,948	1718
1886 .....	31,168,744	1698
1887 .....	34,029,791	1632
1888 .....	26,244,610	1883
1889 .....	35,466,042	1514

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QUANTITY of freight carried—*Concluded.*

	Total Tonnage.	Proportion by canals.
1890: .....	37,624,199	·1394
1891: .....	38,524,179	·1343
1892: .....	43,618,569	·0982
1893: .....	42,953,233	·1009
1894: .....	37,916,412	·1024
1895: .....	36,170,339	·0967
1896: .....	43,756,051	·0849
1897: .....	43,711,512	·0828
1898: .....	49,311,030	·0682
1899: .....	51,702,761	·0713
1900: .....	65,433,541	·0512
1901: .....	65,640,837	·0506
1902: .....	72,075,774	·0549
1903: .....	72,283,508	·0559
1904: .....	68,510,495	·0459
1905: .....	73,753,141	·0458
1906: .....	82,244,222	·0458

Average freight rates, grain, Chicago to Buffalo:—(as reported by the Secretary Merchants' Exchange, Buffalo).

Year.	Wheat.	Year.	Wheat.
1881.....	3·2	1894.....	1·2
1882.....	2·5	1895.....	1·9
1883.....	3·5	1896.....	1·7
1884.....	2·1	1897.....	1·5
1885.....	2·0	1898.....	1·5
1886.....	3·6	1899.....	2·5
1887.....	4·1	1900.....	1·8
1888.....	2·7	1901.....	1·6
1889.....	2·5	1902.....	1·5
1890.....	1·9	1903.....	1·4
1891.....	2·5	1904.....	1·5
1892.....	2·2	1905.....	1·7
1893.....	1·6		
		Average twenty-six years . 2·2	



## SESSIONAL PAPER No. 20a

## COMPARATIVE STATEMENT of the Commerce through the U. S. St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the Seasons of 1905 and 1906.

	Traffic for 1906.		Total traffic for		Increase.	Decrease.
	United States Canal.	Canadian Canals.	Season of 1906.	Season of 1905.	Amount.	Amount.
Vessels.....Number	16,475	5,680	22,155	21,681	474	
Lockages....."	10,371	4,152	14,523	13,729	794	
Tonnage registered.....Net tons	34,789,793	6,359,124	41,148,917	36,658,870	4,490,047	
" freight....."	45,180,292	6,574,039	51,754,331	44,275,596	7,478,735	
Passengers.....Number	30,925	32,284	63,209	54,548	8,661	
Coal (hard).....Net tons	872,383	144,197	1,016,580	984,254	32,326	
" (soft)....."	6,634,006	1,093,814	7,727,820	5,525,765	2,202,055	
Flour.....Barrels	4,100,024	2,439,513	6,539,537	5,770,246	769,291	
Wheat....."	49,977,831	34,388,478	84,366,309	68,558,000	15,808,309	
Grain (excluding wheat)....."	37,661,898	16,702,861	54,364,759	39,285,107	15,079,652	
Manufactured & pig iron Net tons	304,321	147,627	451,948	270,426	181,522	
Salt.....Bushels	371,680	96,663	468,343	424,139	44,204	
Copper.....Net tons	59,572	8,976	108,548	105,800	2,748	
Iron ore....."	32,453,645	2,947,616	35,401,261	31,327,313	4,073,948	
Lumber, ft. B.M. ....Net tons	854,167,000	33,352,194	887,519,198	954,768,800		67,249,602
Silver ore.....Net tons				41		41
Building stone....."	6,222	1,345	7,567	23,728		16,161
Unclassified freight....."	541,895	405,740	947,635	815,371	132,264	

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The United States canal was open to navigation during the season of—

1889 .....	234 days.
1890..... ———	228 "
1891.....	225 "
1892.....	233 "
1893.....	219 "
1894.....	234 "
1895.....	231 "
1896.....	232 "
1897.....	234 "
1898.....	241 "
1899.....	231 "
1900.....	238 "
1901.....	230 "
1902.....	256 "
1903.....	249 "
1904.....	223 "
1905.....	245 "
1906.....	249 "

The Canadian canal was open to navigation during the season of—

1895 .....	87 "
1896.....	218 "
1897.....	238 "
1898.....	243 "
1899.....	239 "
1900 .....	238 "
1901 .....	246 "
1902.....	264 "
1903.....	256 "
1904.....	241 "
1905 .....	255 "
1906.....	253 "

The average number of vessels passing per day through the two canals for the season of 1906 was eighty-eight.

R. DEVLIN,  
*Compiler of Canal Statistics.*

OTTAWA, April 5, 1907.

## SESSIONAL PAPER No. 20a

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1906.

*(From Report of Board of Trade of Chicago.)*

Commodities.	Quantity.	Value.
Flour .....	Tons. 8,098	\$ 297,429
Wheat .....	Bushels. 125,628	89,068
Corn .....	" 2,997,151	1,572,575
Oats .....	" 161,700	55,786
Flax seed .....	" 79,800	95,760
Oil cake .....	Tons. 237	5,811
Beef .....	Barrels. 632	9,553
Pork .....	" 5,878	79,665
Lard .....	Tierces. 530	17,429
Oil .....	Barrels. 42	422
Unclassified .....	Tons. 4,526	85,640
Total value .....		\$ 2,309,138

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## GRAIN FREIGHTS BY LAKE—SEASON OF 1906.

The following were the current rates on Wheat and Corn from Chicago, Buffalo, Ogdensburg, Depot Harbour and Montreal; also to New York by Lake and Erie Canal, for each week during the Season of Navigation.

1906.	To BUFFALO.		To OGDENSBURG.		To DEPOT HARBOUR.		To MONTREAL.		ERIE CANAL, BUFFALO TO NEW YORK.		*CHICAGO TO NEW YORK, LAKE AND CANAL.	
	Wheat per bush.	Corn per bush.	Wheat per bush.	Corn per bush.	Wheat per bush.	Corn per bush.	Wheat per bush.	Corn per bush.	Wheat per bush.	Corn per bush.	Wheat per bush.	Corn per bush.
April 14	18	14	18	14	18	14	68	58	1	38	58	47
" 21	18	14	18	14	18	14	68	58	4	38	58	48
" 28	18	14	18	14	18	14	68	58	4	38	58	48
May 5	18	14	18	14	18	14	68	58	4	38	58	48
May 12	18	14	18	14	18	14	68	58	4	38	58	48
" 19	18	14	18	14	18	14	68	58	4	38	58	48
" 26	18	14	18	14	18	14	68	58	4	38	58	48
June 2	18	14	18	14	18	14	68	58	4	38	58	48
" 9	18	14	18	14	18	14	68	58	4	38	58	48
" 16	18	14	18	14	18	14	68	58	4	38	58	48
" 23	18	14	18	14	18	14	68	58	4	38	58	48
" 30	18	14	18	14	18	14	68	58	4	38	58	48
July 7	18	14	18	14	18	14	68	58	4	38	58	48
" 14	18	14	18	14	18	14	68	58	4	38	58	48
" 21	18	14	18	14	18	14	68	58	4	38	58	48
" 28	18	14	18	14	18	14	68	58	4	38	58	48
Aug. 4	18	14	18	14	18	14	68	58	4	38	58	48
" 11	18	14	18	14	18	14	68	58	4	38	58	48
" 18	18	14	18	14	18	14	68	58	4	38	58	48
" 25	18	14	18	14	18	14	68	58	4	38	58	48
Sept. 1	18	14	18	14	18	14	68	58	4	38	58	48
" 8	18	14	18	14	18	14	68	58	4	38	58	48
" 15	18	14	18	14	18	14	68	58	4	38	58	48
" 22	18	14	18	14	18	14	68	58	4	38	58	48
" 29	18	14	18	14	18	14	68	58	4	38	58	48
Oct. 6	18	14	18	14	18	14	68	58	4	38	58	48
" 13	18	14	18	14	18	14	68	58	4	38	58	48
" 20	18	14	18	14	18	14	68	58	4	38	58	48
" 27	18	14	18	14	18	14	68	58	4	38	58	48
Nov. 3	18	14	18	14	18	14	68	58	4	38	58	48
" 10	18	14	18	14	18	14	68	58	4	38	58	48
" 17	18	14	18	14	18	14	68	58	4	38	58	48
" 24	18	14	18	14	18	14	68	58	4	38	58	48
Dec. 1	18	14	18	14	18	14	68	58	4	38	58	48
" 8	18	14	18	14	18	14	68	58	4	38	58	48

\*Exclusive of Buffalo charges.

## SESSIONAL PAPER No. 20a

## AVERAGE LAKE FREIGHTS

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rates on wheat each year in cents, per bushel :—

(Per Report of Secretary of Merchants' Exchange, Buffalo.)

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1897 { Wheat.....	1.3	1.2	1.3	1.5	2.0	1.8	1.5
{ Corn.....	1.2	1.1	1.2	1.4	1.8	1.7	1.4
Highest rate, wheat, 1897, 2½c. ; lowest, 1c. ; average for the season, 1.5c.							
1898 { Wheat.....	1.3	0.1	0.9	1.2	1.4	2.5	2.3
{ Corn.....	1.2	0.8	0.8	1.1	1.3	2.3	2.1
Highest rate, wheat, 1898, 3¼c. ; lowest, 1¼c. ; average for the season, 1.5c.							
1899 { Wheat.....	2.0	2.0	2.2	2.5	3.1	3.5	2.5
{ Corn.....	1.8	1.9	2.0	2.3	3.2	3.4	2.3
Highest rate, wheat, 1899, 3½c. ; lowest, 1¼c. ; average for the season, 2.5c.							
1900 { Wheat.....	1.8	1.9	2.1	1.6	1.7	1.7	2.0
{ Corn.....	1.6	1.7	2.0	1.5	1.6	1.5	1.8
Highest rate, wheat, 1900, 3c. ; lowest, 1¼c. ; average for the season, 1.8c.							
1901 { Wheat.....	1.9	1.5	1.6	1.3	1.6	1.3	2.0
{ Corn.....	1.8	1.3	1.4	1.2	1.5	1.2	1.2
Highest rate, wheat, 1901, 2½c. ; lowest, 1¼c. ; average for the season, 1.60c.							
1902 { Wheat.....	1.3	1.3	1.2	1.6	1.5	1.7	1.9
{ Corn.....	1.2	1.1	1.1	1.4	1.4	1.6	1.7
Highest rate, wheat, 1902, 2½c. ; lowest, 1½c. ; average for the season, 1.5c.							
1903 { Wheat.....	1.4	1.3	1.3	1.2	1.2	1.4	1.8
{ Corn.....	1.3	1.2	1.2	1.0	1.0	1.3	1.6
Highest rate, wheat, 1903, 2½c. ; lowest, 1¼c. ; average for the season, 1.4c.							
1904 { Wheat.....	2.5	1.7	1.0	1.2	1.2	1.3	1.6
{ Corn.....	2.5	1.3	0.8	1.0	1.1	1.2	1.5
Highest rate, wheat, 1904, 3c. ; lowest, 1c. ; average for the season, 1.5c.							
1905 { Wheat.....	1.1	1.3	1.3	1.4	1.4	2.2	2.8
{ Corn.....	1.0	1.2	1.1	1.2	1.3	2.0	2.7
Highest rate, wheat, 1905, 3c. ; lowest, 1¼c. ; average for the season, 1.7c.							
1906 { Wheat.....	1.3	1.3	1.5	1.9	1.7	2.0	2.0
{ Corn.....	1.2	1.2	1.4	1.8	1.6	1.9	1.7
Highest rate, wheat, 1906, 2½c. ; lowest, 1½c. ; average for the season, 1.7c.							

LAKE FREIGHT FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SECRETARY OF THE MERCHANTS' EXCHANGE, BUFFALO, N.Y.)

The following statement shows the lake freight rates on wheat from Duluth to Buffalo, during the season 1906 :—

1906.	Wheat bushels.	1906.	Wheat bushels.
	cts.		cts.
April 13.....	2	Sept. 29.....	2½
" 23.....	1½	Oct. 12.....	3
May 10.....	2	" 27.....	2½
" 22.....	1½	Nov. 9.....	2½
July 14.....	2	" 12.....	2½
" 25.....	2½	" 15.....	2
Aug. 4.....	2½	" 21.....	1½
" 15.....	2½	Dec. 1.....	2
" 20.....	2	" 5.....	2½
Sept. 4.....	2½	" 7 to close.....	3
" 10.....	2½		

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In 1885 the range of freights on wheat, Duluth to Buffalo, was  $1\frac{1}{2}$  to 5c.; in 1886,  $3\frac{1}{4}$  to 8c.; in 1887, 5 to 8c.; in 1888, 2 to 5c.; in 1889, 2 to 5c.; in 1890, 2 to 5c.; in 1891,  $1\frac{1}{4}$  to  $9\frac{1}{2}$ c.; in 1892,  $2\frac{1}{4}$  to 4c.; in 1893,  $1\frac{1}{4}$  to  $3\frac{1}{2}$ c.; in 1894,  $1\frac{1}{4}$  to 3c.; in 1895, 2 to 6c.; in 1896,  $1\frac{1}{4}$  to 3c.; in 1897, 1 to  $2\frac{1}{2}$ c.; in 1898, 1 to  $3\frac{1}{2}$ c.; in 1899,  $2\frac{1}{2}$  to 6c.; in 1900,  $1\frac{1}{2}$  to  $3\frac{3}{4}$ c.; in 1901,  $1\frac{1}{8}$  to  $3\frac{3}{4}$ c.; in 1902, 1 to  $2\frac{1}{2}$ c.; in 1903,  $1\frac{1}{8}$  to  $2\frac{3}{4}$ c.; in 1904, 1 to 5c.; in 1905,  $1\frac{1}{4}$  to 4c.; and in 1906,  $1\frac{3}{4}$  to 3c. per bushel.

The first departure by lake, at Duluth in 1904, was May 14; in 1903 was April 9; in 1902 was on March 31; in 1901 was on May 6; in 1900 was on April 22; in 1899, on April 29; in 1898, was on April 16; in 1896, on April 22; and in 1895, on April 21. In 1894 season opened on April 19; in 1893, on May 8; in 1892, on April 21; in 1891, on April 30; in 1890, on March 26; in 1889, on April 20; in 1888, on May 12; in 1887, May 4; in 1886, on May 7.

Wheat was shipped at Kingston, Canada, per bushel, during the season of 1887, at  $6\frac{1}{4}$  to  $7\frac{3}{4}$ c.; in 1888, at 4 to 5c.; in 1889, at —; in 1890,  $5\frac{3}{4}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $4\frac{1}{4}$ , 4c.; in 1891, during May,  $3\frac{3}{4}$ ,  $3\frac{1}{2}$ ,  $2\frac{1}{2}$ c.; during June, 3c.; and on July 25,  $2\frac{1}{2}$ c.; in 1892, 5c. in April; 5 to  $5\frac{1}{2}$ c. in May; 4c. in June;  $4\frac{1}{2}$ c. in July; 3c. in August; 6 to  $6\frac{1}{2}$ c. in October; in 1903, ranged from  $5\frac{1}{2}$  to  $4\frac{1}{2}$ c. in April;  $4\frac{1}{2}$  to  $4\frac{3}{4}$ c. in May; 4 to  $3\frac{1}{2}$ c. in June;  $2\frac{3}{4}$  to 3c. in July;  $3\frac{1}{2}$  to  $3\frac{3}{4}$ c. in September; no figures quoted after that date. In 1894 ranged from  $3\frac{1}{4}$  to  $3\frac{3}{4}$ c. in May;  $3\frac{1}{2}$ c. in June;  $2\frac{1}{2}$ c. in July;  $2\frac{1}{2}$  to  $3\frac{1}{4}$ c. in August; 4c. in September, and  $4\frac{1}{2}$ c. in October. On August 25 and November 3, 1894, wheat to Ogdensburg, at  $3\frac{1}{4}$ c. and  $4\frac{1}{2}$ c. respectively. In 1895, wheat to Kingston from 3c. to 5c. In 1896, wheat to Kingston from 3c. to  $5\frac{1}{2}$ c.; and in 1897, wheat to Kingston from 3c. to  $3\frac{1}{2}$ c., according to time of year; 1898 to 1899 not given.

#### LAKE FREIGHTS FROM TOLEDO TO BUFFALO ON WHEAT.

The following statements show the ruling rates of lake freights on wheat from Toledo to Buffalo, during the season of 1906 on the dates specified, as reported by the Secretary, Merchants' Exchange, Buffalo.

Date, 1906.	Wheat and Corn per Bushel.	Date, 1906.	Wheat and Corn per Bushel.
	Cts.		Cts.
Opening to April 1.. .. .	1	April 1 to July 14.. .. .	$1\frac{1}{4}$
July 14 to August 1.. .. .	$1\frac{1}{2}$ - $1\frac{3}{4}$	August 1 to close .. .. .	$1\frac{1}{4}$ - $1\frac{3}{4}$

The range for 1886 was  $1\frac{3}{4}$  to 3c.; for 1887,  $2\frac{1}{4}$  to 3c.; for 1888,  $1\frac{1}{2}$  to  $2\frac{1}{2}$ c.; for 1889,  $1\frac{3}{4}$  to 2c.; for 1890,  $1\frac{1}{2}$  to 2c.; 1891, 1 to 3c.; for 1892,  $1\frac{1}{2}$  to  $2\frac{1}{2}$ c.; for 1893, 1 to 2c.; for 1894, 1 to 2c.; for 1895, 1 to  $2\frac{1}{4}$ c.; for 1896,  $1\frac{1}{4}$  to  $1\frac{3}{4}$ c.; for 1897, 1 to  $1\frac{1}{2}$ c.; for 1898, 1 to  $1\frac{1}{2}$ c.; for 1899,  $1\frac{1}{2}$  to 2c.; for 1900,  $1\frac{1}{2}$  to 2c.; for 1901,  $1\frac{1}{4}$  to  $1\frac{1}{2}$ c.; for 1902,  $1\frac{1}{8}$  to 2c.; for 1903,  $1\frac{1}{8}$  to  $1\frac{1}{2}$ c.; for 1904, 1 to  $1\frac{3}{4}$ c.; for 1905, 1 to  $1\frac{1}{2}$ c.; and for 1906, 1 to  $1\frac{1}{2}$ c. per bushel.

From Toledo to Ogdensburg, wheat and corn shipped at 6 to 7c. in 1887; at  $4\frac{1}{2}$  to 6c. for wheat and 5c. for corn in 1888; and 5 to  $5\frac{1}{2}$ c. for wheat in 1889 per bushel. From Toledo, on October 8, 1887, corn shipped to Kingston at  $3\frac{1}{2}$ c., and on November 12, at  $4\frac{1}{2}$ c. per bushel. In 1888, corn, Toledo to Kingston,  $4\frac{1}{2}$  to 3c.; and wheat at  $3\frac{1}{2}$  to 3c. per bushel. In 1889, wheat, Toledo to Kingston, 3c.; and in 1891, rye, Toledo to Kingston at 3c. per bushel. From Toledo, on June 2, 1887, wheat shipped to Montreal by propeller at  $6\frac{1}{2}$ c.; on June 14, corn at same price; but on September 26, the rate on corn was only 5c. per bushel. In 1888, corn, Toledo to Montreal, at 6 to  $5\frac{1}{2}$ c., and wheat at  $5\frac{1}{2}$ c. per bushel. From 1889 to 1899, no shipments to Montreal or other places in Canada reported.

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## CANAL FREIGHT FROM BUFFALO TO NEW YORK.

The following shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1906 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1906.	Wheat, Bushels.	Corn, Bushels.	Date, 1906.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
May 2.....	4	3½			
Sept. 25.....	4½	4¾	Oct. 22, to close.....	5	4½

Freight on oats varied from 2¾ to 3¼c. per bushel. Pine lumber, per 1,000 feet. was carried from Buffalo to Tonawanda to New York as follows: Opened at \$1.65; June, \$1.65; July, \$1.75; August, \$1.75; September, \$1.85; October, \$2 to \$2.10; to close, \$2.25. Rates to Albany opened \$2; June, \$2; July, \$2.15; August, \$2.15 no shipments from September to close.

## AVERAGE CANAL FREIGHTS.

## BUFFALO TO NEW YORK.

The following statement shows the average rates of canal freights on wheat and corn between Buffalo and New York during each month in the past ten years, and the highest and lowest rates on wheat and average rate on wheat on each:—

(Reported by Sec. Merchants' Exchange, Buffalo.)

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1897 { Wheat.....	2.6	2.2	2.3	2.5	3.3	3.1	3.5
{ Corn.....	2.2	1.8	2.0	2.2	2.8	2.6	3.0
Highest rate, wheat, 1897, 3.5c.; lowest, 2c.; average for the season, 2.8c.							
1898 { Wheat.....	3.0	2.9	2.8	2.7	2.6	3.0	3.0
{ Corn.....	2.5	2.3	2.4	2.1	2.2	2.6	2.6
Highest rate, wheat, 1898, 3.4c.; lowest, 2.5c.; average for the season, 2.8c.							
1899 { Wheat.....	2.5	2.7	2.4	2.5	2.5	3.6	4.2
{ Corn.....	2.3	2.3	2.1	2.1	2.2	3.0	3.5
Highest rate, wheat, 1899, 4.5c.; lowest, 2.5c.; average for the season, 2.8c.							
1900 { Wheat.....	2.4	2.2	2.3	2.3	2.2	2.7	3.5
{ Corn.....	2.1	2.0	2.1	2.0	2.0	2.4	3.0
Highest rate, wheat, 1900, 3½c.; lowest, 2c.; average for the season, 2.5c.							
1901 { Wheat.....	3.4	3.2	3.2	3.2	3.3	4.0	4.1
{ Corn.....	2.7	2.8	2.8	2.9	3.1	3.7	3.8
Highest rate, wheat, 1901, 4½c.; lowest, 3¼c.; average for the season, 3.5c.							
1902 { Wheat.....	4.0	3.8	3.3	3.3	3.8	4.0	4.1
{ Corn.....	3.6	3.4	3.1	3.1	3.5	3.7	3.8
Highest rate, wheat, 1902, 4½c.; lowest, 3½c.; average for the season, 3.8c.							
1903 { Wheat.....	4.1	4.1	4.2	4.2	4.0	3.7	3.7
{ Corn.....	3.7	3.7	3.8	3.8	3.6	3.3	3.3
Highest rate, wheat, 1903, 4½c.; lowest, 3½c.; average for the season, 4c.							
1904 { Wheat.....	3.5	3.2	2.7	2.6	2.8	3.5	3.7
{ Corn.....	3.0	2.7	2.4	2.1	2.4	3.0	3.1
Highest rate, wheat, 1904, 3½c.; lowest, 2½c.; average for the season, 3.2c.							
1905 { Wheat.....	4.0	3.4	3.3	3.3	3.6	4.3	5.0
{ Corn.....	3.6	3.0	3.0	3.0	3.2	4.1	4.8
Highest rate, wheat, 1905, 5c.; lowest, 3½c.; average for the season, 3.9c.							
1906 { Wheat.....	4.0	4.0	4.0	4.0	4.1	4.6	5.0
{ Corn.....	3.6	3.6	3.6	3.6	3.7	4.3	4.6
Highest rate, wheat, 1906, 5c.; lowest, 4c.; average for the season, 4½c.							

NOTE.—Canals free of tolls since 1882.

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## FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years (as reported by Secretary, Merchants' Exchange, Buffalo):—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage.
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11.2	3.1	1 1/2
1871	61,319,313	12.6	3.1	1 1/2
1872	58,703,666	13.0	3.1	1 1/2
1873	65,498,955	11.4	3.1	1 1/2
1874	55,660,198	10.0	3.1	1 1/2
1875	52,833,451	7.9	2.0	1
1876	44,207,121	6.6	2.0	1
1877	61,822,292	7.4	1.0	1
1878	78,828,443	6.0	1.0	1
1879	75,089,768	6.8	1.0	1
1880	105,133,009	6.5	1.0	1
1881	56,389,827	4.7	1.0	1
1882	51,501,503	5.4	1.0	1
1883	65,722,080	4.9	None.	1
1884*	58,011,800	4.2	do	1
1885*	52,671,090	3.8	do	1
1886*	75,570,850	5.0	do	1
1887*	87,073,570	4.6	do	1
1888*	73,977,390	3.4	do	1
1889*	92,290,550	4.8	do	1
1890*	91,994,680	3.8	do	1
1891*	135,315,510	3.5	do	1
1892*	138,872,560	3.5	do	1
1893*	140,796,410	4.6	do	1
1894*	105,435,577	3.2	do	1
1895*	121,225,497	2.2	do	1
1896*	172,474,664	3.7	do	1
1897*	204,964,103	2.8	do	1
1898*	221,383,945	2.8	do	1
1899*	153,393,184	3.0	do	1
1900*	157,655,968	2.5	do	1
1901	132,641,828	3.5	do	1
1902	124,624,386	3.8	do	1
1903	140,438,822	4.0	do	1
1904	100,838,000	3.2	do	1
1905	126,465,729	3.9	do	1
1906	136,096,528	4.2	do	1

NOTE.—Prior to 1870 tolls 6.21 cents per bushel, and the elevating charge 2 cents per bushel.

\* Including flax seed.



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## AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of Wheat and Corn from Chicago to New York for a series of years.

(From Report of Board of Trade, Chicago.)

Year.	CORN.			WHEAT.		
	By lake and canal.	By lake and rail.	By all rail.	By lake and canal.	By lake and rail.	By all rail.
	\$	\$	\$	\$	\$	\$
1858	.127		.3619	.1550		.3861
1859	.1570		.3248	.1663		.3480
1860	a .0833		.3248	a .095		.3480
1861	a .1062		.3881	a .1210		.4158
1862	a .0957		.4480	a .1062		.4800
1863	a .063		.4592	a .072		.4920
1864	a .09		.5600	a .0952		.60
1865	a .0864		.4188	a .0894		.4488
1866	a .1075		.4312	a .1377		.4620
1867	a .0511		.4176	a .08		.4475
1868	a .0604		.3532	a .0802		.3784
1869	a .0584	.2355	.3320	a .0651	.2520	.3557
1870	a .16	.2220	.28	a .0677	.2250	.30
1871	a .0754	.2372	.2968	a .0687	.2542	.3180
1872	a .1072	.2660	.3266	a .1110	.2950	.3499
1873	a .0816	.2298	.2893	a .0917	.2461	.3102
1874	a .0882	.1388	.2450	a .0400	.1709	.2625
1875	a .084	.1303	.2240	a .0878	.1389	.2400
1876	b .0875	.1079	.1574	b .0982	.1186	.1686
1877	b .0959	.1406	.1890	b .1109	.1546	.2060
1878	b .0883	.1053	.1652	b .0996	.1209	.1770
1879	b .1049	.1220	.1456	b .1187	.1313	.1774
1880	b .1341	.1443	.1748	b .1313	.1580	.1980
1881	b .0777	.0942	.1340	b .0867	.1049	.1440
1882	b .0672	.1028	.1350	b .0723	.1091	.1447
1883	b .0803	.11	.1512	b .0901	.1163	.1620
1884	b .0655	.085	.1232	b .07	.10	.1320
1885	b .063	.0801	.1232	b .0654	.0902	.1320
1886	b .0845	.1120	.14	b .0910	.12	.1500
1887	b .0850	.1120	.1470	b .0950	.12	.1575
1888	b .0671	.1026	.1354	b .0705	.1114	.1450
1889	b .0732	.0819	.126	b .0692	.0897	.1500
1890	b .0593	.0732	.1136	b .0676	.0852	.1430
1891	b .0632	.0753	.1400	b .0695	.0857	.1500
1892	b .0595	.0721	.1296	b .0645	.0759	.1380
1893	b .0718	.0797	.1365	b .0766	.0848	.1463
1894	b .0493	.0650	.1232	b .0511	.0700	.1320
1895	b .0450	.0640	.1029	b .0486	.0696	.1189
1896	b .0575	.0615	.1050	b .0619	.0661	.1200
1897	b .0453	.0692	.1143	b .0522	.0742	.1250
1898	† .0381	.0441	.0980	† .0445	.0491	.1200
1899	† .0508	.0583	.1008	† .0581	.0663	.1160
1900	† .0407	.0472	.0919	† .0449	.0510	.0996
1901	† .0461	.0516	.0921	† .0511	.0554	.0988
1902	† .0483	.0551	.0994	† .0526	.0589	.1062
1903	† .0485	.0578	.1054	† .0540	.0637	.1129
1904	† .0363	.0482	.1038	† .0473	.0550	.1112
1905	† .0476	.0519	.0940	† .0553	.0640	.0990
1906	† .0551	.0572	.0952	† .0603	.0635	.1020

a To Buffalo only. b Including Buffalo charges and tolls. † Exclusive of Buffalo charges.

7-8 EDWARD VII., A. 1908

## FOREIGN FREIGHT RATES.

ANNUAL average Freight Rates on Grain, Flour and Provisions (per 100 lbs.) from Chicago to European Ports, by all Rail to Sea-board and thence by steamers.

Shipped to	Articles.	1906.	1905.	1904.	1903.	1902.
		\$	\$	\$	\$	\$
Liverpool . . . . .	Grain . . . . .	1875	1916	2019	2268	2085
" . . . . .	Sacked flour . . . . .	2060	2240	2100	2519	2350
" . . . . .	Provisions . . . . .	4100	3849	3656	4190	3625
Glasgow . . . . .	Grain . . . . .	1925	2000	2238	2443	2175
" . . . . .	Sacked flour . . . . .	2360	2250	2320	2538	2275
" . . . . .	Provisions . . . . .	4563	4323	4406	4688	4188
London . . . . .	Grain . . . . .	1925	2023	2150	2356	2175
" . . . . .	Sacked flour . . . . .	2250	2364	2225	2519	2400
" . . . . .	Provisions . . . . .	4626	4088	4406	4406	3906
Antwerp . . . . .	" . . . . .	4761	4370	4828	4969	4150
Hamburg . . . . .	" . . . . .	4900	4575	4600	4700	3900
Amsterdam . . . . .	" . . . . .	4600	4542	4200	4200	4000
Rotterdam . . . . .	" . . . . .	4600	4553	4200	4200	4000
Copenhagen . . . . .	" . . . . .	5100	4866	4688	4969	4200
Stockholm . . . . .	" . . . . .	5350	5147	4969	5250	4500
Stettin . . . . .	" . . . . .	5000	4818	4638	4969	4200
Bordeaux . . . . .	" . . . . .	5300	5145	5625	5625	5125

### LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS.

The following statement shows the average freight rate on Coal per net ton, in cents from Buffalo to the ports named, during the seasons of 1905 and 1906.

(Buffalo Merchants' Exchange.)

	1905.	1906.
Freight on hard Coal, Buffalo to Chicago, per ton . . . . .	46	46
" " Milwaukee " . . . . .	45	46
" " Duluth " . . . . .	39	35

## SESSIONAL PAPER No. 20a

STATEMENT showing the Total Values of Foreign Merchandise transported in the In-Transit and Transshipment Trade of the United States with the British North American Possessions, during each year from 1871 to 1906.

Year ending June 30.	Received the transit and transshipment from British North American Possessions.			Shipped in transit to or transshipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,301,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,932	19,700,408
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,630	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,730	15,411,606
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201
1891.....	18,065,925	1,714,545	19,780,470	25,185,706	2,697,317	27,883,023
1892.....	21,346,413	2,581,842	23,928,255	23,989,746	2,714,368	26,704,114
1893.....	13,807,662	4,077,911	17,885,573	20,151,432	2,568,679	22,720,111
1894.....	13,501,664	3,840,429	17,342,093	17,974,332	2,207,834	20,182,216
1895.....	14,068,922	5,552,940	19,621,862	18,752,226	2,970,068	21,722,294
1896.....	13,408,578	6,735,027	20,143,605	18,335,373	3,453,043	21,788,416
1897.....	17,665,422	6,928,401	24,593,823	18,430,841	2,232,835	20,663,676
1898.....	27,277,049	12,059,935	39,336,984	22,792,971	3,457,667	26,250,638
1899.....	28,248,759	8,312,962	36,561,721	22,593,761	2,941,232	25,535,043
1900.....	33,346,150	10,781,749	44,127,899	27,996,981	3,481,290	31,478,271
1901.....	37,680,071	7,066,038	44,746,109	27,899,903	2,655,676	30,555,579
1902.....	46,761,353	14,948,545	61,709,898	30,518,576	7,090,090	37,608,666
1903.....	45,026,422	16,460,954	61,487,376	32,349,527	3,178,199	35,527,726
1904.....	38,565,646	10,378,169	48,943,815	32,388,050	1,792,925	34,180,975
1905.....	33,785,940	8,716,958	42,502,898	28,214,191	1,870,526	30,084,717
1906.....	38,467,449	20,671,216	59,138,665	30,237,692	1,370,028	31,607,720

NOTE.—This movement forms no part of the import and export trade.

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TOTAL Values of Merchandise received from British North America for Immediate  
United States to British North America, and so shipped

YEAR ENDING JUNE 30.	COUNTRIES FROM WHICH RECEIVED.				
	British North America.				
	Nova Scotia New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound land and Labrador.	Total.
	\$	\$	\$	\$	\$
1873.....	495,289	2,894,164	5,240		13,394,693
1874.....	449,655	13,616,344	97,691		14,163,690
1875.....	443,570	17,342,933	256,074		18,042,577
1876.....	261,443	22,134,275	195,047	1,137	22,591,902
1877.....	160,658	12,092,619	218,418		12,471,695
1878.....	163,978	11,627,114	412,966		12,204,058
1879.....	194,129	11,606,832	280,079	55	12,081,095
1880.....	215,131	16,782,315	137,271		17,134,717
1881.....	171,383	16,758,108	72,555		17,002,046
1882.....	164,990	28,265,083	113,018	87	28,543,178
1883.....	561,791	29,204,031	36,973	25	29,802,820
1884.....	656,233	12,574,953	188,041		13,419,227
1885.....	933,806	12,280,483	308,691	633	13,523,613
1886.....	1,165,973	9,303,864	359,104	32,079	10,861,020
1887.....	1,684,730	9,606,175	213,816		11,504,721
1888.....	1,525,048	6,417,701	372,934	27,134	8,542,817
1889.....	2,596,233	8,355,178	294,859	89,853	11,336,123
1890.....	3,070,657	12,449,772	306,897	174,584	16,001,910
1891.....	3,859,079	15,310,945	422,806	187,640	19,780,470
1892.....	4,393,062	19,005,704	201,373	328,116	23,928,255
1893.....	1,009,597	16,404,425	89,565	381,986	17,885,573
1894.....	1,070,676	15,649,881	348,069	273,467	17,342,093
1895.....	1,199,782	17,774,108	411,557	236,415	19,621,862
1896.....	1,118,185	18,038,931	582,469	404,020	20,143,605
1897.....	1,118,055	22,497,151	611,322	367,295	24,593,823
1898.....	1,440,950	35,596,039	1,744,289	555,706	39,336,984
1899.....	1,618,399	30,673,265	3,708,928	561,129	36,561,721
1900.....	2,002,264	37,657,936	3,914,668	553,031	44,127,899
1901.....	1,788,641	38,382,558	4,070,940	503,970	44,746,109
1902.....	2,206,590	54,332,135	4,531,932	639,241	61,709,898
1903.....	2,191,174	55,023,403	3,490,180	782,619	61,487,376
1904.....	1,843,249	42,259,796	4,125,305	715,465	48,943,815
1905.....	1,465,066	37,094,646	3,154,327	788,860	42,502,898
1906.....	1,754,125	52,793,918	3,839,940	750,682	59,138,665

## SESSIONAL PAPER No. 20a

Transit across United States Territory for Immediate Transshipment in Ports of the during each Year from 1873 to 1906, inclusive,

COUNTRIES TO WHICH SHIPPED.					YEAR ENDING JUNE 30.
British North America.					
Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.	
\$	\$	\$	\$	\$	
5,282,290	21,320,174	181,720		26,784,184	1873
7,150,036	19,843,169	317,534		27,310,739	1874
8,999,596	20,283,639	517,060		29,800,295	1875
9,102,600	14,658,358	658,836	94	24,419,888	1876
2,879,422	15,551,238	544,018	2,475	18,977,153	1877
951,268	11,436,470	524,013	934	12,912,685	1878
889,539	11,520,877	476,824	2,347	12,889,587	1879
1,643,716	14,866,663	531,436	288	17,042,103	1880
1,778,836	20,857,827	719,268	333	23,356,264	1881
2,732,665	34,005,845	855,784	1,190	37,595,484	1882
2,455,557	35,878,389	971,307	7,335	39,312,568	1883
1,740,900	19,717,466	1,475,833	5,186	22,939,385	1884
1,635,442	16,448,942	1,615,293	781	19,700,458	1885
2,040,298	16,369,429	1,825,178	6,174	20,241,079	1886
1,621,748	19,930,296	636,841	70	22,187,955	1887
1,781,028	13,459,169	370,322	1,137	13,611,656	1888
2,484,787	18,993,957	665,527	2,704	22,146,975	1889
5,277,210	21,140,198	913,106	4,690	27,335,204	1890
5,605,614	21,695,992	547,144	34,273	27,883,023	1891
2,079,783	24,189,181	428,188	6,962	26,704,114	1892
2,052,357	20,232,400	409,055	26,289	22,720,111	1893
1,831,417	17,880,688	463,471	6,640	20,182,216	1894
1,834,745	19,320,714	558,991	7,844	21,722,294	1895
1,572,783	19,441,279	772,586	1,768	21,788,416	1896
1,682,538	17,660,211	1,312,797	8,130	20,663,676	1897
1,536,413	22,400,622	2,294,356	19,247	26,250,638	1898
1,215,518	19,605,819	4,686,559	27,147	25,535,043	1899
1,245,771	27,452,333	2,730,612	49,555	31,478,271	1900
1,161,875	24,634,780	4,687,000	71,924	30,555,579	1901
5,086,469	27,049,441	5,441,234	31,522	37,608,666	1902
1,268,469	32,290,433	1,949,975	18,849	35,527,726	1903
1,178,806	31,097,453	1,865,573	39,143	34,180,955	1904
1,052,641	27,248,680	1,735,442	47,954	30,084,717	1905
723,149	28,583,336	2,236,344	64,831	31,607,720	1906

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**TOTAL Values of Merchandise received from the Principal and other Foreign Countries  
in Ports of the United States to other Foreign Countries,**

YEAR ENDING JUNE 30.	COUNTRIES FROM WHICH RECEIVED.					
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.
	\$	\$	\$	\$	\$	\$
1868	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037
1870	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422
1871	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462
1874	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390
1875	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789
1877	13,732,085	337,897	12,471,695	153,852	1,095,451	1,460,793
1878	10,084,510	375,768	12,204,058	146,822	3,041,957	1,481,033
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153
1880	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405
1881	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712
1884	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298
1889	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610
1890	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763
1891	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119
1892	21,334,733	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228
1893	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669
1894	19,641,622	3,717,749	17,342,093	1,858,367	9,916,742	19,031,011
1895	18,531,083	4,122,899	19,621,862	2,515,091	10,420,277	10,465,981
1896	19,420,751	3,460,489	20,143,605	1,797,161	11,668,243	13,272,521
1897	17,513,324	3,183,390	24,593,823	1,903,924	9,589,820	13,275,822
1898	18,931,226	3,775,038	39,336,984	2,625,521	4,763,587	11,587,069
1899	16,594,043	4,069,828	36,561,721	3,519,942	8,372,450	10,910,462
1900	23,152,099	3,915,766	44,127,899	4,245,695	9,316,066	13,793,937
1901	21,771,394	4,681,613	44,746,109	4,659,259	15,680,902	14,821,842
1902	22,782,353	4,826,666	61,709,898	5,303,403	10,598,013	13,305,527
1903	22,583,099	5,564,526	61,487,376	6,681,984	10,190,906	15,478,227
1904	23,491,354	4,622,814	48,943,815	7,001,399	12,763,500	17,197,068
1905	20,581,822	5,218,572	42,502,898	5,545,098	11,391,223	18,525,147
1906	21,625,306	5,163,274	59,138,665	7,001,005	11,539,790	19,181,962

## SESSIONAL PAPER No. 20a

for Immediate Transit across United States Territory or for Immediate Transshipment and so shipped, for each Year from 1868 to 1906, inclusive.

COUNTRIES TO WHICH SHIPPED.						Total Value of Merchandise received and shipped.	YEAR ENDING JUNE 30.
Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.		
\$	\$	\$	\$	\$	\$	\$	
2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604	1868
2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984	1869
2,946,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860	1870
4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037	1871
2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320	1872
5,114,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185	1873
5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676	1874
7,229,312	1,495,285	29,800,295	1,155,004	248,368	757,429	40,686,283	1875
11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655	1876
7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773	1877
9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148	1878
8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867	1879
10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749	1880
9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048	1881
11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459	1882
11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327	1883
5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392	1884
7,235,510	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,588	1885
8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264	1886
10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121	1887
6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209	1888
9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253	1889
10,656,465	5,097,484	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426	1890
11,968,808	3,640,940	27,883,023	5,052,318	966,851	7,985,977	57,497,917	1891
20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737	1892
18,511,287	7,986,637	22,720,111	4,697,549	2,034,761	12,089,492	67,949,837	1893
18,394,865	11,154,933	20,182,216	4,543,455	2,586,919	16,645,187	71,507,575	1894
20,562,325	6,684,735	21,722,294	4,512,293	1,951,985	10,243,561	65,677,193	1895
20,022,263	7,942,844	21,788,416	5,210,607	1,890,705	12,907,932	69,762,770	1896
24,809,259	5,333,860	20,663,676	5,320,563	2,058,454	11,874,291	70,060,103	1897
33,276,696	3,807,811	26,250,638	5,543,843	1,728,780	10,411,607	81,019,375	1898
29,695,600	5,711,338	25,535,043	5,669,214	2,760,086	10,657,165	80,028,446	1899
37,383,450	6,488,502	31,478,271	6,965,660	3,484,521	12,751,058	98,551,462	1900
37,506,242	14,204,010	30,555,579	8,110,116	3,577,929	12,407,243	106,361,119	1901
50,307,083	6,701,903	37,608,666	8,083,313	3,128,575	14,696,320	118,525,860	1902
51,137,598	6,851,163	35,527,726	9,577,354	3,080,344	15,811,933	121,986,118	1903
39,310,136	8,623,603	34,180,975	10,878,351	3,882,760	17,144,125	114,019,950	1904
33,504,288	7,226,276	30,084,717	10,621,300	4,292,983	17,935,196	103,664,760	1905
47,746,664	8,702,643	31,607,720	12,908,799	4,826,616	17,858,160	123,650,602	1906

## FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1906 inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive), as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
1857.....		\$	\$	\$	\$	\$	\$	\$	\$	723,850,823	70.5
1858.....		259,116,170	101,773,971		251,214,857	111,745,825		510,331,027	213,519,796	607,257,571	73.7
1859.....		203,700,016	78,913,134		243,491,288	81,153,133		447,191,304	160,066,267	695,557,592	66.9
1860.....		216,123,428	122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	762,288,580	66.5
1861.....		228,164,865	134,001,399		273,082,902	121,039,394		507,247,787	235,040,793	584,995,066	65.2
1862.....		201,644,055	134,106,098		179,972,733	69,372,180		381,516,788	218,015,296	435,710,714	50.0
1863.....		92,274,100	113,497,629		126,421,318	104,517,667		217,695,418	213,015,296	435,710,714	41.4
1864.....		109,744,590	143,175,340		132,127,891	199,890,691		241,872,471	343,068,031	584,928,502	27.5
1865.....		81,212,077	248,350,818		102,849,409	237,442,730		184,061,486	485,783,548	669,855,034	33.2
1866.....		74,365,116	174,170,336		93,017,766	262,839,688		167,402,872	437,010,124	604,412,996	32.2
1867.....		112,040,396	333,471,763		213,671,456	351,754,928		325,711,861	685,226,691	1,010,938,552	33.9
1868.....		117,209,536	300,622,035		180,625,368	280,708,368		297,634,904	581,330,403	879,165,307	35.1
1869.....		122,965,225	248,659,593		175,106,348	301,896,491		297,981,573	586,546,074	848,527,647	33.1
1870.....		136,802,024	300,512,231		153,154,748	285,979,781		289,966,772	586,492,012	876,448,784	30.6
1871.....	15,187,354	163,285,710	363,020,644	7,798,166	199,378,462	392,901,932	22,985,510	352,869,401	638,927,488	991,896,889	31.2
1872.....	17,635,681	177,286,302	445,416,783	10,015,069	168,044,799	393,929,579	27,650,770	346,341,101	765,822,576	1,132,472,268	28.5
1873.....	17,070,648	174,730,834	471,806,765	10,799,430	171,566,738	494,915,896	27,860,978	346,306,592	966,723,651	1,340,899,221	26.7
1874.....	14,513,335	176,027,778	405,320,135	8,609,205	174,424,216	533,885,971	23,022,540	350,451,934	939,205,106	1,312,680,640	26.7
1875.....	13,063,869	157,872,726	382,949,568	7,304,356	165,385,066	501,838,949	20,388,235	314,257,792	894,788,517	1,119,434,544	25.8
1876.....	12,148,667	143,889,704	321,139,500	6,324,487	167,086,467	492,215,487	18,473,154	311,076,171	813,364,987	1,142,904,312	26.5
1877.....	10,697,640	151,634,067	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,660,281	869,920,596	1,194,045,627	22.6
1878.....	12,965,999	146,499,262	307,407,565	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	1,210,519,399	17.18
1879.....	11,983,823	143,690,353	310,499,509	7,439,822	138,425,330	600,769,633	19,423,685	273,015,692	911,269,232	1,202,708,609	16.22
1880.....	15,142,465	140,317,368	503,494,913	5,638,928	109,029,209	720,170,621	20,981,393	263,346,577	1,224,265,434	1,503,583,404	15.40
1881.....	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714	26,452,621	220,686,470	1,298,002,983	1,545,041,974	15.54
1882.....	22,854,946	130,266,826	571,517,802	12,118,371	96,982,919	641,465,919	34,973,317	227,229,745	1,212,978,769	1,475,181,831	16.60
1883.....	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,346	48,062,892	240,420,500	1,293,506,024	1,547,020,316	14.76
1884.....	20,140,294	135,046,207	512,511,192	26,873,774	98,682,828	615,287,007	46,714,063	233,699,035	1,127,798,199	1,408,211,392	15.01
1885.....	21,149,476	112,864,062	443,513,801	24,183,299	82,001,691	636,004,765	45,382,775	194,865,743	1,073,518,565	1,319,717,084	13.80
1886.....	24,565,683	118,942,817	491,937,686	19,144,667	78,406,660	581,973,477	43,700,360	197,349,503	1,073,911,113	1,314,960,966	
1887.....	27,562,069	121,365,493	543,392,216	21,389,696	72,991,253	621,802,292	48,951,725	194,366,746	1,165,194,608	1,408,502,979	



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1886	32,209,459	123,525,298	568,222,807	22,147,368	67,332,175	606,474,964	54,356,927	190,897,473	1,174,697,321	1,419,911,621	13-44
1889	38,227,861	120,782,910	586,120,891	28,436,517	83,022,198	630,942,660	66,664,378	203,905,108	1,217,063,641	1,487,533,027	13-70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,283	202,451,086	1,371,116,744	1,647,139,093	12-29
1891	40,632,755	127,471,678	676,511,763	31,923,439	73,863,047	773,589,324	72,856,194	206,439,726	1,450,101,087	1,729,397,006	11-94
1892	39,726,586	130,139,891	648,536,976	33,220,629	81,053,644	916,023,675	72,947,224	220,173,736	1,564,569,661	1,897,680,610	11-85
1893	44,121,094	127,095,494	696,184,394	43,862,947	70,670,073	733,132,174	87,994,041	197,765,607	1,428,316,568	1,714,066,116	12-2
1894	29,623,096	121,561,193	503,810,334	49,231,427	73,707,023	769,212,122	78,844,622	196,283,216	1,273,022,456	1,547,135,194	13-3
1895	33,301,988	108,223,615	590,538,362	49,902,764	62,277,631	696,367,890	83,104,742	170,507,196	1,285,896,192	1,589,508,130	11-7
1896	36,535,079	117,289,074	628,890,621	61,131,125	70,392,813	751,083,000	96,666,304	187,691,887	1,377,973,621	1,662,331,612	12-00
1897	35,812,620	109,133,454	619,784,338	65,032,305	79,441,823	906,969,428	100,894,925	189,076,277	1,525,763,766	1,816,723,968	11-00
1898	30,427,794	93,535,867	492,086,003	73,283,704	67,792,150	1,090,406,467	103,711,488	161,328,017	1,582,492,479	1,847,531,984	9-30
1899	33,424,821	82,060,118	561,673,550	83,870,907	78,462,088	1,064,690,307	117,295,728	160,612,206	1,646,263,867	1,924,171,791	8-9
1900	44,412,509	104,304,940	701,223,735	110,483,141	90,779,252	1,193,220,689	154,895,650	195,084,192	1,894,444,424	2,244,424,266	9-3
1901	47,100,814	98,055,483	683,015,858	111,900,931	84,343,122	1,291,620,838	169,001,745	177,398,615	1,974,536,796	2,310,937,156	8-2
1902	66,366,711	102,183,002	744,766,236	123,824,337	83,631,966	1,174,263,079	180,191,048	186,819,987	2,026,106,388	2,286,040,349	8-8
1903	66,208,196	123,666,832	836,944,210	138,861,301	91,028,200	1,190,262,178	206,059,496	214,696,032	2,001,203,514	2,445,860,916	9-1
1904	66,239,120	132,263,065	790,595,186	152,736,889	97,482,054	1,210,608,328	220,976,009	229,735,119	2,088,756,874	2,609,257,712	10-3
1905	78,725,270	160,649,571	878,138,230	151,234,890	126,891,607	1,210,618,144	232,960,160	287,641,178	2,354,715,790	2,944,515,638	11-09
1906	86,677,047	168,488,123	971,397,270	183,295,494	151,359,868	1,333,313,620	269,972,541	319,827,497			10-52

NOTE.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1882 to 1879, inclusive.

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C.—TABLE showing the Tonnage of the undermentioned Articles moved

Years.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	938,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
1895.....	2,240	280,550	94,403	77,868	87,839	205	59,400
1896.....	7,963	408,872	100,227	109,967	197,713	77,210	55,230
1897.....	3,206	180,035	312,776	100,337	50,345	66,387	31,489
1898.....	1,854	69,986	364,248	89,906	76,244	7,745	43,044
1899.....	1,247	282,422	92,670	78,627	93,733	5,931	22,856
1900.....	1,171	138,302	189,013	63,204	36,435	10,478	34,254
1901.....	747	214,854	87,392	55,502	88,521	10,326	99,757
1902.....	1,328	291,938	33,001	75,314	44,678	18,503	24,291
1903.....	1,075	143,832	191,351	71,837	62,326	12,027	30,153
1904.....	1,297	101,260	68,381	88,626	52,824	2,631	16,584
1905.....	230	110,085	26,223	96,847	94,437	3,717	14,661
1906.....	300	190,663	134,413	120,497	104,726	3,992	17,489

\* Apples, meal of all kinds, potatoes.

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on all Canals in the State of New York, during a series of thirty-eight years.

Total.	HEAVY GOODS.					Total.
	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,563	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	48,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,522,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,450,116	536	25,204	52,094	741,934	102,275	922,043
1,400,129	267	22,614	70,353	609,368	37,641	740,243
602,505	4,263	59,402	71,334	766,723	144,076	1,045,798
957,182	1,568	74,661	83,309	682,167	89,998	931,692
744,575	5,030	71,117	66,879	646,803	76,311	866,190
653,027	6,288	101,216	95,525	626,616	73,199	892,844
577,486	2,725	69,106	91,068	777,743	205,234	1,145,876
472,857	833	49,036	88,635	809,187	103,514	1,051,205
557,099	7 9	30,110	100,080	774,538	90,656	996,093
489,053	15	24,077	111,430	567,911	115,983	819,416
512,601	181	21,577	111,955	733,369	101,752	968,834
361,333	40	25,321	109,711	707,340	80,191	922,603
348,200	1,030	26,409	108,801	646,440	62,574	845,254
572,080	.....	18,162	154,580	546,941	31,446	750,129

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D.—TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down

Year.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,864	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.....	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,014	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.....	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.....	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.....	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901.....	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902.....	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.....	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.....	33,049	165,138	116,444	27,171	16,582	.....	13,184
1905.....	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906.....	18,294	326,798	211,805	31,446	49,306	1,784	10,739

\* Fiscal. † Apples, meal all kinds, peas, potatoes.

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through the Welland Canal, during a period of thirty-six years, ended Dec. 31, 1906.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,570	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	373,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,432	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	213,245
305,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
330,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,967	1,093	4,164	113,525	39,683	179,803
576,939	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993

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E.—TABLE showing the tonnages of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of thirty-eight years.  
VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869. ....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870. ....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2 05	.....
1871. ....	5,607	570,849	579,709	19,810	106,391	27,622	5,706	1,315,693	67 59	.....
1872. ....	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67 50	.....
1873. ....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82 10	.....
1874. ....	.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47 18	.....
1875. ....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29 38	.....
1876. ....	231	377,317	356,064	6,334	24,488	12,205	4,091	783,331	.....	0 39
1877. ....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55 52	.....
1878. ....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109 08	.....
1879. ....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99 07	.....
1880. ....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162 06	.....
1881. ....	1,491	386,605	458,318	86	24,751	107	7,434	878,842	11 75	.....
1882. ....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9 96	.....
1883. ....	538	535,150	517,219	6,816	47,190	79,010	6,061	1,191,974	51 06	.....
1884. ....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37 18	.....
1885. ....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14 36	.....
1886. ....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72 11	.....
1887. ....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85 64	.....
1888. ....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33 87	.....
1889. ....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46 88	.....
1890. ....	195	329,531	498,641	58,563	45,202	16,903	4,362	963,397	21 23	.....
1891. ....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27 18	.....
1892. ....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10 69	.....
1893. ....	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77 43	.....
1894. ....	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69 26	.....
1895. ....	98	271,957	83,611	71,185	85,507	205	15	508,596	.....	35 32
1896. ....	6,971	402,114	89,728	101,154	194,442	77,162	5,575	877,144	11 53	.....
1897. ....	1,665	168,870	303,761	88,293	48,591	65,490	11,965	688,635	.....	12 44
1898. ....	.....	64,760	354,917	85,359	74,336	7,367	20,818	607,557	.....	22 74
1899. ....	.....	271,848	84,370	72,892	92,919	5,839	.....	527,868	.....	32 89
1900. ....	62	129,683	184,996	53,472	33,564	10,478	25,621	438,434	.....	44 11
1901. ....	3	211,317	86,240	45,624	87,357	10,326	32,862	473,729	.....	39 76
1902. ....	.....	289,207	30,293	50,500	43,162	18,503	5,278	436,943	.....	44 44
1903. ....	.....	140,508	183,856	47,857	61,060	12,027	510	445,818	.....	43 31
1904. ....	.....	47,318	57,277	31,507	78,430	1,413	.....	215,945	.....	72 54
1905. ....	.....	107,281	24,917	78,780	91,418	3,572	1,653	307,621	.....	60 88
1906. ....	.....	189,038	125,172	76,071	104,337	3,992	175	498,785	.....	35 31

\* Apples meal all kinds, pease, potatoes.

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STATEMENT to Table E, showing the shipment at Oswego during the same period.  
VEGETABLE FOOD.

Year.	Flour	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,300	28,585	66,794	1,113	8,569	14,033	267,815	..	..
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	...	11·06
1871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·06	.....
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	...	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874.....	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875.....	1,728	32,690	3,034	75,083	3,308	4,939	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,388	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	...	77·88
1887.....	790	875	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.....	584	2,206	168	6,237	.....	.....	2,196	11,191	.....	96·82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.....	545	10,378	10,408	26,630	8	4,635	2,356	54,960	.....	79·47
1891.....	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	85·28
1892.....	273	4,806	5,687	5,283	.....	199	2,340	18,558	.....	93·07
1893.....	119	2,036	3,968	8,476	.....	237	2,784	17,620	.....	93·43
1894.....	8	10,293	10,514	17,160	.....	.....	2,609	40,584	.....	84·84
1895.....	66	3,073	7,352	1,900	1,816	.....	258	14,465	...	94·23
1896.....	.....	1,825	7,778	7,552	.....	.....	2,468	19,625	..	93·01
1897.....	.....	6,588	5,550	7,349	498	219	245	20,449	.....	92·37
1898.....	160	2,111	5,886	1,450	16	.....	784	10,407	...	96·12
1899.....	216	3,106	4,478	2,400	.....	.....	2,346	12,546	...	94·61
1900.....	214	485	1,404	2,400	.....	.....	403	4,906	.....	98·54
1901.....	245	525	.....	5,375	.....	.....	120	6,266	.....	97·67
1902.....	159	.....	.....	3,678	3	.....	632	4,472	.....	98·34
1903.....	.....	.....	.....	8,239	.....	.....	570	8,809	.....	96·71
1904.....	.....	.....	.....	8,477	.....	474	.....	8,951	.....	96·66
1905.....	.....	438	.....	.....	3,821	.....	436	4,695	.....	98·25
1906.....	.....	.....	.....	1,107	.....	.....	.....	1,107	.....	99·59

\* Apples, meal all kinds, pease, potatoes.

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F.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-six years, ended December 31, 1906.

## VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869* . . . . .	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872 . . . . .	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873 . . . . .	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874 . . . . .	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875 . . . . .	13,930	248,535	103,477	813	3,383	500	4,304	374,962
1876 . . . . .	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877 . . . . .	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878 . . . . .	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879 . . . . .	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880 . . . . .	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881 . . . . .	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882 . . . . .	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883 . . . . .	13,256	146,741	182,143	975	731	518	10,971	355,335
1884 . . . . .	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885 . . . . .	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886 . . . . .	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887 . . . . .	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888 . . . . .	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889 . . . . .	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890 . . . . .	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891 . . . . .	13,517	196,826	185,177	8,113	52,969	65,071	27,695	549,058
1892 . . . . .	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893 . . . . .	15,232	257,203	441,092	18,461	31,283	3,671	36,981	843,923
1894 . . . . .	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895 . . . . .	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,755
1896 . . . . .	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897 . . . . .	9,025	322,903	390,615	14,173	25,127	8,483	44,651	815,067
1898 . . . . .	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899 . . . . .	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900 . . . . .	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901 . . . . .	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902 . . . . .	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903 . . . . .	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904 . . . . .	35,046	164,515	116,444	27,171	16,582	... ..	13,157	372,915
1905 . . . . .	33,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906 . . . . .	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161

\* Fiscal † Apples, meal all kinds, pease, potatoes.



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G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-six years, ended December 31, 1906.

YEARS.	VEGETABLE FOOD.							HEAVY GOODS.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* Other articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,065	91,149	2,942	7,400	667	1,006	337,530	68,064	14,334	89,066	28,566	35,912	235,962
1870	10,482	124,695	89,761	1,391	7,400	.....	608	284,337	24,040	13,239	49,843	96,741	59,401	224,264
1871	10,805	127,727	101,329	1,920	1,188	3	392	243,866	4,669	13,826	40,507	170,242	62,942	292,176
1872	8,230	229,053	125,627	2,641	5,948	.....	5,868	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1873	1,881	113,832	54,188	2,946	2,946	500	1,920	177,908	14	4,123	192,767	34,616	244,451	297,844
1874	5,187	96,247	58,138	1,905	1,905	525	403	163,405	.....	5,531	29,395	167,110	25,808	227,844
1875	3,342	107,396	65,260	1,608	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,976
1876	1,316	65,542	60,028	859	277	.....	341	128,861	.....	10,713	3,892	150,583	13,535	178,728
1877	189	53,791	33,401	464	.....	.....	11	87,836	2,406	3,648	6,318	118,573	17,797	148,741
1878	.....	30,611	16,122	296	.....	.....	.....	48,580	1,313	5,570	371	83,858	18,380	92,964
1879	.....	34,320	30,031	1,551	.....	.....	10	65,285	1,813	5,570	.....	83,858	4,464	97,205
1880	.....	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1881	107	30,227	32,433	537	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1882	2,041	54,382	66,128	735	9,574	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1883	1,715	40,366	53,707	732	882	.....	1	118,203	.....	1,594	.....	188,916	15,029	215,039
1884	1,24	53,235	63,229	732	882	.....	.....	172,898	156	5,328	1	188,964	11,364	206,813
1885	7,591	53,235	94,048	1,732	4,790	.....	13,201	172,898	.....	5,328	.....	188,964	11,364	206,813
1886	11,790	37,678	83,431	1,732	12,060	.....	10,559	157,530	15	4,406	.....	82,790	627	87,898
1887	8,563	39,968	102,974	2	26,510	179	11,588	189,825	63	1,601	56	173,259	2,309	177,288
1888	6,017	39,229	147,046	6,519	27,492	.....	17,225	236,206	.....	1,587	886	227,476	1,204	231,168
1889	9,294	31,627	180,842	8,113	27,030	.....	20,497	275,619	.....	604	208	162,231	1,620	164,568
1890	6,902	32,097	127,494	6,453	32,823	.....	26,115	253,444	.....	292	706	186,572	1,773	189,342
1891	11,018	26,950	131,222	6,438	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1892	6,588	28,187	198,777	16,751	23,870	864	36,362	311,399	.....	344	.....	206,927	.....	207,171
1893	17,796	53,846	103,329	23,095	27,621	.....	60,462	196,358	.....	297	.....	188,521	.....	188,818
1894	10,169	27,881	100,512	11,128	17,020	.....	46,456	269,802	181	246	.....	149,490	.....	149,917
1895	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1896	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	.....	15	.....	165,143	.....	166,123
1897	4,212	11,268	160,667	6,009	12,732	1,197	22,671	269,656	965	339	4	156,814	.....	157,927
1898	6,118	12,926	81,777	2,424	19,126	923	18,198	141,892	.....	1,646	553	88,931	.....	91,481
1899	7,966	18,771	60,545	2,402	39,706	2,149	14,243	145,787	.....	963	.....	46,024	.....	46,977
1900	17,165	23,557	55,631	7,119	26,344	.....	14,016	143,732	83	80	106	46,702	.....	46,977
1901	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	113,071	.....	113,135
1902	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	113,072	.....	113,635
1903	8,556	14,289	60,864	16,621	16,497	.....	18,079	129,986	.....	.....	.....	63,882	.....	63,882
1904	24,004	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,464
1905	15,483	13,410	136,240	9,266	11,323	.....	10,678	196,132	.....	169	.....	33,523	.....	33,523
1906	15,215	13,410	136,240	9,266	11,323	.....	10,678	196,132	.....	.....	.....	33,523	.....	33,523

\* Apples, meal all kinds, pease, potatoes.

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H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of thirty-six years, ended December 31, 1906.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869* .....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872 .....	1,674,320	588,147	1,870,614	1,317,276	169,818	234,337
1873 .....	1,745,171	579,890	2,036,992	1,432,174	181,765	243,366
1874 .....	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875 .....	1,905,550	417,936	2,343,241	1,017,559	126,763	177,908
1876 .....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877 .....	1,498,984	464,181	2,493,683	1,223,100	126,899	180,586
1878 .....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879 .....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880 .....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881 .....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882 .....	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883 .....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884 .....	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885 .....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886 .....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,848
1887 .....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888 .....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889 .....	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890 .....	1,167,901	519,291	4,336,189	953,397	54,969	275,619
1891 .....	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892 .....	937,999	527,426	5,913,013	870,570	18,558	244,550
1893 .....	1,452,563	805,253	5,107,426	1,395,391	17,620	311,389
1894 .....	1,400,129	591,409	4,281,056	1,331,101	40,584	293,148
1895 .....	602,505	486,421	3,798,574	508,596	14,465	209,802
1896 .....	957,182	788,974	5,183,540	877,144	19,623	300,407
1897 .....	744,575	816,914	5,673,638	688,635	20,449	276,242
1898 .....	653,027	720,183	7,060,542	607,557	10,407	209,656
1899 .....	577,486	459,688	6,211,827	527,868	12,546	141,892
1900 .....	472,857	375,720	6,053,005	438,434	4,906	145,787
1901 .....	557,099	290,909	6,334,001	473,729	6,266	143,732
1902 .....	489,033	350,792	6,532,263	436,943	4,472	142,634
1903 .....	512,601	537,252	5,548,603	445,518	8,809	165,725
1904 .....	361,333	373,568	4,632,082	215,945	8,951	129,986
1905 .....	346,200	576,989	4,475,888	307,621	4,695	162,930
1906 .....	572,080	650,172	5,350,042	498,785	1,107	195,133

\* Fiscal.

## SESSIONAL PAPER No. 20a

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666 447,741
1895.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat .....	72,895		68,935		20,345		33,723		201,898
Corn .....	16,854		3,724		126,943		17,369		164,890
Barley .....	798		162		7,729				8,689
Oats .....	1,531		246		16,442				18,219
Peas .....									
Rye .....									
Coal .....	2		3,984				4,426		8,412
Miscellaneous merchandise ..	37,356		2,361		67,705		1,324		108,746
Shingles, woodenware, &c. ....	20				863		1,070		1,962
Sawed lumber .....	1,057,146		248,071		9,386,890		14,929,734		25,620,841
Square timber .....	1,027,913		2,049,368				35,000		3,112,281
Staves .....	No.								
Firewood .....	Cords.								
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911 639,553
1896.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat .....	113,331		90,979		78,741		34,476		317,527
Corn .....	9,360		3,855		218,315		88,914		320,440
Barley .....	240				11,128				11,368
Oats .....	441		1,270		24,847		1,620		28,178
Peas .....	1,403		1,354				273		3,030
Rye .....	5,035		644		2,837		454		8,970
Coal .....	7		11,106		1,255		629		11,997
Miscellaneous merchandise ..	29,820		1,452		82,319		4,374		117,965
Shingles, woodenware, &c. ....	134				22				156
Sawed lumber .....	2,123,213				18,259,810		27,796,146		48,179,169
Square timber .....	942,923		1,649,145				246,024		2,838,092
Staves .....	No.								
Firewood .....	Cords						55		55
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	225	131,907	163	76,760	388	382,231	144	86,675	920 677,573
1897.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat .....	121,762		55,724		106,064		37,891		321,441
Corn .....	33,694		15,244		274,355		66,822		390,615
Barley .....					14,173				14,173
Oats .....	223				23,515		1,168		24,906
Peas .....	1,851								1,851
Rye .....	2,047		919		5,517				8,483
Coal .....	3,873		3,947		368		1,615		9,803
Miscellaneous merchandise ..	15,739		3,290		70,968		4,174		94,071
Shingles, woodenware, &c. ....	1,268		5		404				1,677
Sawed lumber .....	1,573,447				20,284,446		20,673,202		42,531,095
Square timber .....	1,327,823		2,217,629				616,093		4,161,545
Staves .....	2,577,160								2,577,160
Firewood .....	Cords		4						4

- 7-8 EDWARD VII., A. 1908

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	216	126,398	104	59,532	354	355,702	195	108,720	869 650,352
1898.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat. ....	95,567		36,157		54,934		18,355		205,013
Corn. ....	56,538		30,455		284,059		66,761		437,813
Barley. ....					9,465		2,821		12,286
Oats. ....					17,329				17,329
Peas. ....	260				45				305
Rye. ....	3,564		1,480		9,135		1,948		16,127
Coal. ....	575		1,916		759		2,620		5,870
Miscellaneous merchandise ..	19,385		4,104		47,271		8,758		79,518
Shingles, woodenware, &c. ....	2		9						11
Sawed lumber. .... Ft. B.M.	4,910,669		1,641,783		16,220,972		24,484,283		47,257,707
Square timber. .... Cub. ft.	825,545		1,183,821				388,410		2,397,776
Firewood. .... Cords.									
Staves. .... No.	249								249
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	191	100,242	129	75,777	201	212,027	78	36,962	599 425,008
1899.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat. ....	91,901		80,928		16,250		7,244		196,323
Corn. ....	28,015		18,905		138,834		18,250		204,004
Barley. ....					2,424				2,424
Oats. ....	1,557				21,646				23,203
Peas. ....									
Rye. ....					923				923
Coal. ....	435		6,736				3,398		10,569
Miscellaneous merchandise ..	25,203		18,651		49,522		1,567		94,943
Shingles, woodenware, &c. ....	485		916				100		1,501
Sawed lumber. .... Ft. F.M.	2,077,748		772,739		14,855,338		19,949,079		37,654,904
Square timber. .... Cub. ft.	322,138		585,780		20,802		828,806		1,257,526
Firewood. .... Cords.			9						9
Staves. .... No.									
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564 395,113
1900.	Tons.		Tons.		Tons.		Tons.		Tons.
Wheat. ....	67,694		43,157		23,066		2,130		136,047
Corn. ....	39,597		31,248		78,701		13,963		163,509
Barley. ....					2,402		1,047		3,449
Oats. ....					39,706		407		40,113
Peas. ....	115				4				119
Rye. ....	1,389				2,149				3,538
Coal. ....	723		637		433		559		2,352
Miscellaneous merchandise ..	53,649		31,536		43,344		3,564		132,093
Shingles, woodenware, &c. ....	1,078								1,078
Sawed lumber. .... Ft. F.M.	6,847,279		5,344,258		14,994,483		18,770,405		45,946,425
Square timber. .... Cub. ft.	439,827		355,951		11,583		198,420		1,005,781
Firewood. .... Cords.	126		255						381
Staves. .... No.	1,000								1,000

## SESSIONAL PAPER No. 20a

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	57,641		58,973		31,955		1,241		149,810	
Corn.....	7,350		4,689		55,717				67,756	
Barley.....					7,119				7,119	
Oats.....	944				27,197				28,141	
Peas.....										
Rye.....	2,961								2,961	
Coal.....	1,960		362		357				2,679	
Miscellaneous merchandise ..	71,300		32,312		12,874		7,469		123,955	
Shingles, woodenware, &c. .	18								18	
Sawed lumber. .... Ft. B.M.	6,533,423		4,060,251		11,089,806		13,092,940		34,776,420	
Square timber. .... Cub. ft.	362,441		204,682		9,384		149,531		728,038	
Firewood..... Cords.	165		264						429	
Staves..... No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	82,954		85,973		52,889				221,816	
Corn.....	148		1,388		66,111				67,647	
Barley.....					7,418				7,418	
Oats.....	1,200		43		9,963				11,206	
Peas.....										
Rye.....	3,808				271				4,079	
Coal.....	3,977		25,732		13,497		8,332		51,538	
Merchandise.....	33,111		8,723		38,351		1,594		81,779	
Shingles, woodenware, &c. .	47		28		4				79	
Sawed lumber. .... Ft. B.M.	13,218,960		3,256,187		25,437,297		19,540,426		61,452,860	
Square timber. .... Cub. ft.	370,718		557,689				115,000		1,043,407	
Firewood..... Cords.	56		40						96	
Staves..... No.			14,000						14,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	149,378		38,473		60,514		6,305		254,670	
Corn.....	21,356		4,682		174,588		10,132		210,758	
Barley.....	2,580		667		11,409				14,656	
Oats.....	306		1,335		6,112				7,753	
Peas.....	63				22				85	
Rye.....					4,904				4,904	
Coal.....	389		12,991		8,133		8,496		30,009	
Merchandise.....	39,563		3,367		41,584		2,000		86,514	
Shingles, woodenware, &c. .			54						54	
Sawed lumber. .... Ft. B.M.	12,841,552		1,625,855		17,871,652		14,733,677		47,072,736	
Square timber. .... Cub. ft.	572,000		660,000				84,200		1,816,200	
Firewood..... Cords			210		9				219	
Staves..... No.			641,000						641,000	

7-8 EDWARD VII., A. 1908

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	116,794		33,302		14,269				164,365	
Corn.....	12,768		7,814		95,362				116,444	
Barley.....	2,619		824		23,728				27,171	
Oats.....					16,261				16,261	
Peas.....					3				3	
Rye.....										
Coal.....	1,925		7,187		17,133		7,668		33,913	
Iron ore.....	31,907				1,925				36,832	
Merchandise.....	29,567				60,548				90,115	
Shingles, woodenware, &c.....										
Sawed lumber..... Ft. B.M.	15,077,382		954,811		32,751,541		9,572,655		58,259,389	
Square timber..... Cub. ft.	944,508		744,000				149,000		1,837,508	
Firewood..... Cords.					717				717	
Staves..... No.	634,000								634,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	61	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	188,706		18,575		23,757		2,512		238,550	
Corn.....	6,385		6,636		163,374		4,526		180,921	
Barley.....	6,870		1,451		47,111				55,432	
Oats.....	8,225		2,570		21,535		3,742		36,072	
Peas.....					76				76	
Rye.....					1,711				1,711	
Coal.....	18,756		35,324		28,330		8,678		91,088	
Iron ore.....	14,358		8,023						22,381	
Merchandise.....	29,375		7,485		74,975		3,126		114,961	
Shingles, woodenware, &c.....			2,748,941		2,325				2,325	
Sawed lumber..... Ft. B.M.	2,867,147				33,290,831		12,479,698		54,589,200	
Square timber..... Cub. ft.	355,000		951,524						538,000	
Firewood..... Cords.			183,000		900				900	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	250,493		34,355		35,578				320,436	
Corn.....	8,177				202,250		1,378		49,306	
Barley.....	8,546		5,046		17,854				31,446	
Oats.....	21,900		16,083		11,323				49,306	
Peas.....					11				11	
Rye.....			5		1,406				1,411	
Coal.....	30,455		47,242		24,190		9,356		111,243	
Iron ore.....	5,862								5,862	
Merchandise.....	35,383		7,009		110,263		50		152,705	
Shingles, woodenware, &c.....	16		37		851				904	
Sawed lumber..... Ft. B.M.	3,471,514		235,624		25,711,196		10,769,755		40,188,089	
Square timber..... Cub. ft.	375,000		200,000						575,000	
Firewood..... Cords.	110		18		1,093				1,221	
Staves..... No.					300,000				300,000	

SESSIONAL PAPER No. 20a

## WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

## WELLAND CANAL—WEST BOUND FREIGHT.

THE total Quantity of Through Freight passed UP the Welland Canal in Canadian and United States Vessels during the Season of Navigation in 1906, is as follows :—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	98,893	119,104
"    sail    ".....	20,211	
Total quantity in Canadian vessels.....		
In United States steam vessels.....	101,144	102,886
"    sail    ".....	1,742	
Total in United States vessels.....		
Grand total freight passed UP the Welland Canal in Canadian and United States vessels.....		221,990

7-8 EDWARD VII., A. 1908

## STATEMENT of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1906.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	98,893	
" " down.....	374,450	
Total in Canadian steam vessels.....		473,343
In Canadian sail vessels up.....	20,211	
" " down.....	114,224	
Total in Canadian sail vessels.....		134,435
Total quantity in Canadian vessels.....		607,778
In United States steam vessels up.....	101,144	
" " down.....	451,373	
Total in United States steam vessels.....		552,517
In United States sail vessels up.....	1,742	
" " down.....	28,743	
Total in United States sail vessels.....		30,485
Total quantity in United States vessels.....		583,002
Total in Canadian and United States vessels.....		1,190,780
	Down or East Bound.	Up or West Bound.
In Canadian vessels.....	483,674	119,104
In United States vessels.....	480,116	102,886
Total.....	968,790	221,990



Total, class 3.....	201,151	264,740	477,541	576,008	532,499	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895
Class 4.													
Agricultural implements.....	19	34	94	133	73	3	25	1,735	13	58	17		
Ashes.....						55		3		2	16		

STATEMENT of

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SESSIONAL PAPER No. 20a

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the seasons of navigation in 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906.

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Cement and water lime .....													
Clay, lime and sand .....													
Iron, railway .....	195		12	38	52	15	15				35	22	
" pig .....	1											10	
" all other .....		79											
Steel .....		1,766		7,564	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384	269
Stone, for cutting .....		504		575	1,351	3,000	5,420				16	48	
Apples .....	50										1		
Barley .....	258	28			3,960	596	1,288			2,206	9,697	43,047	21,196
Corn .....	60,661	959	240	267,533	310,498	150,909	104,350	14,319	1,719	123,864	55,021	84,204	55,559
Flaxseed .....		70,235	182,330	3,293	5,637			4,965	6,756	3,643	24,212	15,694	80,670
Flour .....	16,503	30,916	11,964	1,029	663	4,229	1,595	1,400		16,151	24,667	14,571	9,174
Meal, all kinds .....	4	65						35		348	57	270	60
Oats .....	175	1,054	12,373	6,847	3,975	10,250	8,925	1,684	1,442	2,438	7,846	21,404	37,164
Oil cake .....								1,083		462		9,229	
Pease .....					260		115			63			
Rye .....			3,020	2,078	15,488		3,078	2,961	4,079	4,260		1,711	1,405
Salt .....			8,323	8,436	144	923		50		132	615	168	75
Seeds, all kinds .....			20	216		200							
Hay, pressed .....						96		246					
Tobacco, raw .....				51				23					
Wheat .....	212,537	158,043	265,198	278,498	184,154	169,978	121,896	132,702	200,975	226,746	138,528	190,605	289,611
All other agricultural products, vegetables .....	29		29		56	32							
Hides, skins, horns and hoofs .....	1	1	1	1	4	1					10		2
Horses .....													
Lard and lard oil .....								1,155				2,847	4,810
Meats, all kinds .....								114					
Pork .....	717		1					34					
Tallow .....										3		53	
All other agricultural products, animal .....													
Total, class 3 .....	201,151	264,740	477,541	576,008	532,489	345,565	286,491	161,849	220,805	382,868	241,522	384,727	499,895
<i>Class 4.</i>													
Agricultural implements .....													
Ashes .....	19	34	94	133	73	3	25	1,785	13	58	17		

7-8 EDWARD VII., A. 1908

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, &c.—*Concluded.*

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Crockery .....	2		5	1			1	5			3	93	6
Furniture .....				53	75		16	1			6	21	11
Glass, all kinds .....		100	167	9	56		159		54		3	820	
Molasses .....										240		64	
Nails .....		6	23	112	1,141	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,985
Oil .....		2						17		5			
Paint .....													
Pitch and tar .....			4									53	
Rags .....										4			
Rosin .....										20			
Soda ash .....								4				59	72
Sugar .....			1					112				2,019	
Stone, wrought .....													
Tin .....											87	53	
Tobacco .....						96						204	
White lead .....							16						
Whisky, beer and other spirits .....		101		46	4	74	11	32			2	635	614
Merchandise not enumerated .....	330	558	376	1,226	866	518	92	2,420	419	582	713	851	466
Total, class 4 .....	351	801	679	1,580	2,215	7,969	15,798	19,365	12,577	15,569	14,456	25,572	21,164
<i>Class 5.</i>													
Barrels, empty .....		1				1	182	66	15				
Hoops .....				257									
Sawed lumber .....	683	1,117	657	478	3,065	924	15,760	2,635	1,085			3,957	100
Staves, pipe and barrel .....				4,716							394		2,400
" West India and pipe .....													
Timber, square, in vessels .....											1,544	1,260	1,500
" square, in rafts .....			1,200	1,207	329	26							
Woodenware .....	6								17				
Total, class 5 .....	689	1,118	1,857	6,658	3,394	961	15,942	3,205	1,117		1,938	5,217	4,000
<i>Special Class.</i>													
Coal .....												29,351	29,172
Iron ore .....												3,837	
Total, special class .....												33,188	29,172
Grand total .....	292,191	286,659	480,077	594,246	538,108	354,435	28,231	184,420	250,475	308,427	275,278	448,704	554,231

## SESSIONAL PAPER No. 20a

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906.

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....	1	24	15	70	70	24	49	196	23	80	115	132	.....
Brimstone.....	2,231	1,869	1,686	837	996	997	1,931	2,916	20	23	12	.....	.....
Cement and water lime.....	253	.....	.....	4	144	8	4	2	178	3,924	39	181	88
Clay, lime and sand.....	512	.....	11	10	9	10	8	8	.....	23	.....	.....	.....
Cotton, raw.....	.....	.....	.....	.....	.....	4	.....	.....	.....	8	4	.....	.....
Fish.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gypsum.....	20	.....	1,687	.....	.....	.....	74	748	11,735	39,641	283	126	7,939
Iron, railway.....	.....	66	28	6	.....	.....	3	.....	505	273	.....	312	690
" pig.....	114	1,831	727	559	699	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,235
" all other.....	843	932	822	25	35	.....	48	76	.....	87	.....	150	17
Salt.....	248	528	.....	62	19	18	.....	3	11	332	58	192	111
Steel.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	41	.....	.....
Stone for cutting.....	.....	.....	.....	.....	.....	.....	.....	16	.....	.....	.....	18	.....
Flour.....	.....	124	.....	.....	.....	.....	.....	.....	.....	17	25	.....	.....
Hay.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oats.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.....	33	25	99	121	56	121	218	302	58	325	164	36	17
Seeds, all kinds.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....
Tobacco, raw.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products not enumerated, vegetables.....	5	25	.....	4	.....	.....	.....	1	1	.....	.....	127	.....
Hides and skins.....	.....	26	1	.....	1	.....	.....	.....	16	6	.....	.....	.....
Horses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil.....	.....	1	.....	.....	2	.....	.....	.....	11	.....	.....	28	20
Meats other than pork.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	25	.....	.....
Pork.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other articles not enumerated.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 3.....	4,335	5,432	5,080	1,998	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,984	16,467
<i>Class 4.</i>													
Agricultural implements.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Ashes, pot and pearl.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....
Crockery and earthenware.....	107	12	83	4	33	3	5	.....	.....	32	291	155	294
Dye woods, &c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2

7-8 EDWARD VII., A. 1908

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Concluded.*

Articles.	1894.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4.—Fin.</i>												
Furniture.....	175	394	2	150	299	1	612	1,384	1,207	5	2	1
Glass, all kinds.....	11		799			456				1,671	1,641	2,519
Manilla.....										34	93	37
Marble.....	42											36
Molasses.....	500	1,149	1	229	518	30	675	1,292	2,878	2,009	3,061	4,011
Nails.....	8	31	129	15	21	74	83	14	16	1,418	120	148
Oil, in barrels.....	8	31	12	15	21	74	83	14	16	1,418	120	148
Paint.....	8	75	20	35	2	12	69	97	158	202	367	412
Pitch and tar.....	152	67	20	37	6	21	27	27	58	199	5	239
Rags.....					14			1	29		15	
Resin.....												
Soda ash.....	94	84	249	88	108	69	169	201	264	387	28	310
Stone, wrought.....		17	25	31								
Sugar.....	2,724	1,430	311	566	1,506	430	810	1,314	204	52	1,168	1,153
Tin.....	327	396	359	237	159	117	338	506	209	362	928	1,365
Turpentine.....												
White lead.....	2	7	5		1	4	1	2	1			
Whiting.....	1	173	104	93	89	39	11	37	80	82	80	304
Whisky, beer, &c.....	53	77	93	98	178	295	131	61	23	33	158	93
Merchandise not enumerated.....	900	1,268	711	793	482	744	1,516	1,049	3,674	432	384	483
Total, class 4.....	5,104	5,123	2,844	2,405	3,491	2,447	4,492	6,169	9,234	13,379	23,566	23,116
<i>Class 5.</i>												
Barrels, empty.....												
Firewood in vessels.....												54,906
Lumber, sawn, in vessels.....												2,307
Railway ties in vessels.....												
Woodenware.....												
Total, class 5.....												
<i>Special Class.</i>												
Coal.....												
Iron ore.....												
Total, special class.....												
Grand total.....	9,439	10,555	4,542	4,436	5,991	6,211	13,714	25,289	100,699	71,512	72,482	96,791

## SESSIONAL PAPER No. 20a

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1894 to 1906 inclusive.

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
<i>Class 3.</i>													
Bricks.....				845									
Cement and water line.....					300		18						
Fish.....	5												
Iron, railway.....		181		965	770							1	
" all other.....		214			324	1,008	714		30				27
Salt.....						549							
Steel.....			498		2,951	13,522	3,110	105					2
Stone for cutting.....													
Apples.....													
Barley.....	28,095	7,904	11,128	14,173	6,909	2,424	2,402	7,119	7,418	11,433	16,621	9,197	9,265
Corn.....	105,329	100,512	175,094	169,057	150,657	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240
Flour.....	17,795	10,169	15,224	7,237	4,212	6,118	7,965	17,168	13,785	6,082	8,556	24,054	15,215
Hay, pressed.....				301								200	
Meal, all kinds.....	60,390	46,316	46,456	41,644	22,626	18,198	14,244	14,016	12,675	13,546	13,076	9,606	10,668
Marble.....												87	
Nails.....												1	
Oil cake.....	29						2,705	1,302	110	740	16,497	228	
Oats.....	27,621	16,442	16,137	14,969	12,729	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323
Pease.....					45		4			22		76	11
Potatoes.....			490		1,197	923	2,149			4,174			
Rye.....						200				1,594			
Flaxseed.....												43	
Seeds, all kinds.....		14	78	239	44	11			10	27			
Tobacco.....													
Wheat.....	53,846	27,881	34,878	28,319	11,268	12,926	18,771	23,557	32,639	15,495	14,269	15,483	13,410
Agricultural products, vegetables.....							6	10		1			1
Hides and skins, &c.....		8	41	23									
Horses.....	4		3	3	2					2			
Lard and lard oil, &c.....		6	1,348	1,444	3,671	864	1,588	1,680	2,413				22
Meats, other than pork.....		30											
Pork.....	56	87	390	243	1,271	843	17	970	632	152	379	273	268
Sheep.....													
Tallow.....					369	201	631	119					
Wool.....	1,484	1,536	900	197	89	130		3	752	482	194	21	89
Total, class 3.....	294,654	211,300	303,665	280,319	219,434	158,730	154,680	147,947	146,531	168,720	130,499	163,784	195,301
<i>Class 4.</i>													
Agricultural implements.....													
Crockery and earthenware.....													
Furniture.....													
Total, class 4.....													
Total.....													

7-8 EDWARD VII., A. 1908

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1894 to 1906 inclusive—*Concluded.*

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds													
Marble							57	4					
Molasses	57					8							
Nails						11							
Oil, in barrels		30	1,005	198	119	357	17	22	1,594	2,000	1		
Paint					3	2	36			4	17	42	1
Rags						1						4	
Soda ash													
Stone, wrought		50	165	31			154	448	280		53	53	840
Sugar												7	
White lead		15			34	168	1	1					
Whisky, beer and all other spirits		7,656	3,990	3,591	3,828	6,219	7,869	3,327	1,928	2,010	1,554	2,008	2,324
Merchandise	2,976												
Total, class 4	3,033	7,762	5,160	3,820	3,986	6,783	8,164	3,805	4,218	4,017	2,021	2,666	3,660
<i>Class 5.</i>													
Empty barrels			10					282				3	2
Firewood, in vessels			165						4			2,700	3,609
Lumber, sawn, in vessels	62,906	41,974	75,515	68,280	52,844	57,695	55,128	38,085	72,806	48,837	30,194	15,726	27,701
Masts and spars, in vessels				403									
Hop poles											154		
Railway ties, in vessels		446									652	2,248	
Shingles												62	53
Split posts												12	
Staves, salt barrel													1,500
Timber, square, in vessels		500		1,040									
Woodenware, &c			12	1									
Total, class 5	62,906	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810	48,837	31,717	20,751	32,865
<i>Special Class.</i>													
Coal	727	603	1,255		769	2,293	992	357	501		1,100	3,946	4,400
Stone, not suitable for cutting													
Kryolite													
Total, special class	727	603	1,255		769	2,293	992	357	501		1,100	3,946	4,400
Grand total	381,819	262,595	385,782	353,963	277,023	226,491	218,969	190,476	224,110	221,074	165,337	190,547	237,226



## SESSIONAL PAPER No. 20a

N.—STATEMENT showing the Number of Vessels which took their Cargoes of WHEAT through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston, and the quantity of each Cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1906.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity Transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Advance .....	1,078		1,078
" " " .....	1,119		1,119
" " " .....	1,135	115	1,020
" " A. E. Ames .....	1,470		1,470
" " " .....	1,500		1,500
" " " .....	1,470		1,470
" " " .....	1,391		1,391
" " " .....	1,401		1,401
" " " .....	1,560		1,560
" " " .....	1,500		1,500
" " " .....	1,380		1,380
" " Arabian .....	1,170		1,170
" " " .....	1,185		1,185
" " " .....	1,170		1,170
" " " .....	1,175		1,175
" " " .....	1,170		1,170
" " " .....	1,140		1,140
" " " .....	1,140		1,140
" " Bickerdike .....	1,380		1,380
" " " .....	816		816
" " " .....	1,397		1,397
" " " .....	557		557
" " " .....	1,338		1,338
" " " .....	1,320		1,320
" " Cataract .....	1,108		1,108
" " City of Montreal .....	1,020		1,020
" " " .....	375		375
" " " .....	900		900
" " " .....	900		900
" " " .....	538		538
" " Golspie .....	297		297
" " Haddington .....	2,236		2,236
" " " .....	2,230		2,230
" " " .....	2,257		2,257
" " " .....	2,250		2,250
" " " .....	2,224		2,224
" " " .....	2,160		2,160
" " " .....	2,190		2,190
" " Neepawah .....	1,740		1,740
" " " .....	1,650		1,650
" " " .....	1,800		1,800
" " " .....	1,500		1,500
" " " .....	1,695		1,695
" " " .....	1,680		1,680
" " " .....	1,755		1,755
" " " .....	1,725		1,725
" " H. M. Pellatt .....	1,380		1,380
" " " .....	1,445		1,445
" " " .....	1,387		1,387
" " " .....	1,393		1,393
" " " .....	1,440		1,440
" " " .....	1,485		1,485
" " " .....	1,050		1,050
" " " .....	1,260		1,260
" " J. H. Plummer .....	1,483		1,483
" " " .....	1,468		1,468
" " " .....	1,471		1,471
" " " .....	1,470		1,470
" " " .....	581		581
" " " .....	1,140		1,140
" " " .....	1,140		1,140
" " " .....	1,395		1,395

7-8 EDWARD VII., A. 1908

N.—STATEMENT Showing the Number of Vessels which took their Cargoes of WHEAT through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston, and the quantity of each Cargo through the St. Lawrence Canals to Montreal, during the season of Navigation in 1906.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity Transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Wahcondah .....	810	.....	810
" " " .....	1,530	.....	1,530
" " " .....	1,500	.....	1,500
" " " .....	1,500	.....	1,500
British " Turret Cape .....	2,100	216	1,884
" " Turret Chief .....	2,135	.....	2,135
" " Turret Crown .....	2,117	.....	2,117
" " " .....	2,117	257	1,860
Canadian Barge Melrose .....	1,209	.....	1,209
" " Selkirk .....	1,349	.....	1,349
United States Steamer J. S. Keefe .....	870	163	707
" " " .....	720	.....	720
Total .....	93,137	751	92,386

Number of cargoes of wheat .....	720 74	
Quantity through Welland to Kingston .....		93,137 tons.
" transhipped at Kingston .....		751 "
" taken to Montreal in vessels in which it arrived at Kingston...		92,386 "

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Corn through the Welland Canal from Ports west of Port Colborne, the quantity transhipped at Kingston, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1906.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity transhipped to Kingston.	Cargo through the St. Lawrence Canal to Montreal.
	Tons.	Tons.	Tons.
Canadian Steamer City of Montreal .....	336	.....	336
" " R. S. Halcomb .....	437	.....	437
United States " G. S. Howe .....	2,163	95	2,068
" " J. S. Keefe .....	2,226	.....	2,226
" " " .....	2,254	.....	2,254
" " Jno. Lambert .....	2,266	311	1,955
" " Madagascar .....	1,624	.....	1,624
" " S. N. Parent .....	2,268	267	2,001
" " " .....	2,251	182	2,069
" " Zapotic .....	1,378	.....	1,378
Total .....	17,203	855	16,348

Number of Cargoes of Corn .....	10	Tons.
Quantity through Welland Canal to Kingston .....		17,203
" transhipped to Kingston .....		855
" taken to Montreal in vessels in which it arrived at Kingston .....		16,348





## SESSIONAL PAPER No. 20a

Q —COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston and Ogdensburg, during the Seasons of Navigation in 1905 and 1906.

	1905.		1906.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels . . . . .	167	239,418	205	344,605
Quantity arrived at Kingston and Ogdensburg in United States vessels . . . . .	235	273,344	188	269,800
Total . . . . .	402	512,762	393	614,405
Quantity transhipped at Kingston and Ogdensburg in Canadian vessels for Montreal . . . . .		107,384		*269,773
Quantity taken to Montreal in vessels in which it arrived at Kingston . . . . .		234,047		135,162
Quantity remaining at Kingston, Ogdensburg and Cardinal . . . . .		171,331		209,470
Total . . . . .		512,762		614,405

\* Of this quantity, 4,191 tons were transhipped from Kingston, being grain of 1905. 108 vessels took their cargoes through in 1906, against 161 in 1905. 185 vessels discharged all their cargoes in 1906, against 240 in 1905.

7-8 EDWARD VII., A. 1908

S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1906, inclusive, and the amount of Tolls collected thereon, is as follows :—

YEARS.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.	Amount of Tolls paid. — Rate 20 cents a ton.
	Up.	Down.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	\$ cts.
1885.....			193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....			184,564	5,400	22,187	49,724	261,875	52,375 00
1887.....			81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....			172,381	878	17,365	27,183	217,807	43,561 40
1889.....			226,352	1,124	12,036	25,931	265,413	53,188 60
1890.....	80		116,616	615	17,280	22,781	202,372	38,222 80
1891.....			185,190	1,382	17,374	20,698	224,644	44,928 20
1892.....			183,244	651	12,391	15,330	211,616	42,284 13
1893.....			204,704	2,123	8,325	17,944	233,096	46,619 20
1894.....			187,794	727	1,269	13,947	203,737	40,739 93
1895.....	4		148,887	603	1,565	7,807	158,866	31,773 05
1896.....	20	210	206,093	1,255	4,127	11,740	223,445	44,688 20
1897.....		4	165,143	..	1,277	9,799	176,223	35,244 60
1898.....			156,055	759	986	4,536	162,336	32,467 20
1899.....			86,638	2,293	525	8,276	97,732	19,546 40
1900.....	8		45,032	992	.....	1,360	47,392	9,478 40
1901.....			46,345	357	456	2,322	49,480	9,896 00
1902.....			12,410	501	65	51,037	64,013	12,845 60
1903.....	3		113,076	.....	4,796	30,009	147,884	*29,576 80
1904.....	2,919		62,782	1,100	3,711	32,813	103,325	*20,635 00
1905.....			70,118	3,346	11,436	37,742	172,642	*34,528 40
1906.....	60		29,123	4,400	7,161	106,843	147,587	*29,517 40

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O. C. May 11, 1890, for the season of 1890 only; the rate for 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902, being 20 cents a ton for passage either eastward or westward. During 1906 all tolls were free. O. C. April 23, 1903.

\*These tolls were "free by O.C. April 27, '03.

## SESSIONAL PAPER No. 20a

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1906, inclusive.

YEARS.	Quantity passed up free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.	5,035	122,829	127,864	18,424 35
1886.	3,301	118,802	122,103	17,820 70
1887.	7,579	121,618	129,197	18,242 70
1888.	8,341	123,050	131,391	18,423 90
1889.	5,360	124,290	129,650	18,604 90
1890.	6,538	135,168	141,706	20,275 20
1891.	7,951	141,701	149,652	21,255 15
1892.	7,543	157,134	164,677	23,570 10
1893.	2,285	147,139	149,424	22,070 85
1894.	16,213	169,552	185,765	25,432 80
1895.		165,151	165,151	24,772 65
1896.	689	161,551	162,240	24,232 65
1897.	40	164,963	165,003	24,722 37
1898.	400	175,609	176,009	26,341 05
1899.	448	201,546	201,994	30,231 80
1900.	10	280,169	280,179	42,025 35
1901.	2,765	298,245	301,010	44,732 55
1902.	9,231	95,702	104,933	11,958 90
1903.	30	290,548	290,578	*43,555 73
1904.	9,670	320,973	330,643	*48,145 95
1905.	8,518	345,589	354,107	*51,808 33
1906.	6,989	313,080	320,069	*47,905 93

NOTE.—Coal is allowed to pass free up the St. Lawrence Canal. Con. O. C. Oct. 26, 1889.

\*These tolls were 'free' by O.C. April 27, 1903.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, showing the quantity to Montreal, the quantity to Canadian Ports between Port Dalhousie and Cornwall, and the quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the years 1895 to 1906 inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1895.	Tons.	Tons.	Tons.
Apples.....	28		
Ashes.....	34	15	
Barley.....	959		7,730
Bricks.....		651	
Coal.....		7,809	603
Corn.....	70,235	2,912	91,743
Flour.....	30,916	1,824	10,265
Furniture.....		12	2
Glass.....		1	
Horses.....	1	1	
Hides, skins, &c.....			8
Iron, railway.....			181
" pig.....	79	1,994	
" all other.....	1,766	1,408	214
Lard and lard oil.....			6
Meal, all kinds.....	65		46,316
Meats, other than pork.....			30
Molasses.....	100		
Oats.....	1,654	123	16,442
Oil, in barrels.....	6	41	30
Pork.....			87
Paint.....	2		
Salt.....		36	
Stone, for cutting.....		430	
Seeds, all kinds.....			14
Steel.....	394		462
Sugar.....			59
Spirits, beer, &c.....	101	84	15
Tobacco.....		16	
Wheat.....	*158,643	29,061	17,908
Wool.....			1,536
Merchandise not enumerated.....	558	1,302	7,656
Barrels, empty.....	1		
Sawn lumber, in vessels.....	1,117	492	43,286
Railway ties.....			1,942
Shingles.....		19	
Square timber, in vessels.....		63,715	500
Total.....	266,659	111,946	247,035

\* Of this amount 3,469 tons came down to Kingston in 1894, were stored there and taken to Montreal in 1895; and 245 tons came down to Ogdensburg in 1894, stored there, and transhipped to Montreal in 1895.



## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1896.	Tons.	Tons.	Tons.
All other vegetables .....	29		
Apples .....	11,263		
Ashes .....	94		
Barley .....	240		11,128
Cement and water-lime .....	12		
Coal .....		11,742	1,255
Corn .....	182,330	19,688	118,426
Crockery .....	5		
Fish .....		2	
Flour .....	11,964	13,846	16,224
Furniture .....		3	
Glass .....	9	3	
Hay, pressed .....		563	
Hides, skins, &c. ....			41
Horses .....	1	1	3
Iron, railway .....		1,192	
" pig .....	5	1,559	
" all other .....	2,020	1,725	
Lard and lard oil .....			1,348
Meal, all kinds .....		500	46,456
Molasses .....	167		
Oats .....	12,373	1,454	14,351
Oil, in barrels .....	23		1,005
Pease .....	3,020	10	
Pork .....	1		390
Rags .....	4		
Rye .....	8,323	647	
Salt .....		80	
Seeds of all kinds .....	20		78
Steel .....	542	11,317	498
Sugar .....	1		165
Tobacco .....		1	
Wheat .....	*254,763	51,587	16,467
Wool .....		8	900
Merchandise not enumerated .....	376	54	3,990
Barrels, empty .....			10
Firewood, in vessels .....			165
Sawn lumber .....	657	1,286	78,397
Shingles .....		94	40
Square timber, in vessels .....		55,588	
" in rafts .....	1,200		
Woodenware .....			12
Total .....	479,442	172,950	311,349

† 523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement

\* Of this amount 5,290 tons came down to Kingston in 1895, were stored there and transhipped to Montreal in 1896.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1897.	Tons.	Tons.	Tons.
Agricultural products, vegetable.....			32
Ashes.....	133		
Barley.....			14,173
Bricks.....		739	845
Clay, lime and sand.....	38	430	
Coal.....		9,803	
Corn.....	*264,396	11,103	115,689
Flaxseed.....	3,293	169	
Flour.....	1,029	211	7,237
Furniture.....	1	5	
Glass.....	53	9	
Hay, pressed.....			301
Horses.....	1	1	3
Hides and skins, &c.....			23
Iron, railway.....		6,241	965
" pig.....		2,828	
" all other.....	7,564	6,143	
Lard and lard oil.....			1,444
Meal, all kinds.....		699	41,644
Molasses.....	9		
Oats.....	*6,847	3,046	15,233
Oil, in barrels.....	112	51	198
Pease.....	*2,078	3	
Pork.....			243
Rye.....	8,435	48	
Salt.....	216		
Stone for cutting.....		330	
Seeds, all kinds.....			299
Steel.....	375	4,680	
Sugar.....			31
Spirits, beer, &c.....	46		
Tobacco.....	51		
Wheat.....	*278,498	†39,057	12,661
Wool.....			197
Merchandise not enumerated.....	1,214	347	3,591
Firewood, in vessels.....		12	
Hoops.....	257	8	
Lumber, sawn, in vessels.....	478	1,158	69,710
Masts.....			403
" " rafts.....		5	
Railway ties, in vessels.....		999	
Split posts.....		4	
Timber, square.....	1,207	81,117	1,040
Staves and headings, salt barrel.....	4,716		
Woodenware.....			1
Total.....	581,047	169,246	285,963

\* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897.

\* Of this quantity of oats 50 tons came down to Prescott in 1896 and passed down to Montreal in 1897, and 170 tons passed through on St. Catharines Reports; 136 tons of which passed down to Montreal.

\* Of this quantity of pease 230 tons were transhipped and passed through on St. Catharines Reports.

\* Of this quantity of wheat 624 tons were transhipped and passed through on St. Catharines Reports, and 7,072 tons came down to Kingston and Prescott in 1896 and passed down to Montreal in 1897.

† Of this quantity, 1,079 tons were transhipped and passed through on St. Catharines Reports.

## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable .....	56		
Ashes .....	73		
Barley .....	3,960	1,417	6,909
Cement and water-lime .....			300
Clay, lime and sand .....	52	1	
Coal .....		4,536	759
Corn .....	*310,498	13,338	116,317
Flaxseed .....	5,687	9	
Flour .....	653		4,212
Furniture .....			2
Glass .....	75		
Horses .....	4		
Iron, railway .....		674	770
" pig .....		4,187	
" all other .....	6,217	257	324
" ore .....		13,433	
Lard and lard oil .....			3,671
Meal, all kinds .....			22,626
Molasses .....	56		
Oats .....	3,975	625	12,729
Oil, in barrels .....	1,141	15	119
Paint .....			3
Pease .....	260		45
Pork .....			1,271
Rye .....	*16,133	39	
Salt .....	144	544	
Seeds, all kinds .....			44
Spirits, beer, &c .....	4		34
Steel .....	1,351	3,122	2,951
Stone for cutting .....		554	
Tallow .....			359
Wheat .....	*184,706	15,860	8,612
Wool .....			89
Merchandise not enumerated .....	866	25	3,828
Firewood, in vessels .....		747	
Lumber, sawn, in vessels .....	3,065	2,840	72,897
Railway ties .....		190	
Shingles .....		11	
Square timber .....	329	48,369	
Total .....	539,305	110,893	258,871

\* Of this quantity of corn 2,340 tons came down to Ogdensburg and Prescott in 1887, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of rye 45 tons came down to Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of wheat 4,165 tons came down to Kingston in 1897, were stored there, and transhipped to Montreal in 1896.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1899.	Tons.	Tons.	Tons.
Agricultural products, vegetable....	32		
Ashes.....	58		
Barley.....	596		1,828
Clay, lime and sand.....	15		
Coal.....		8,276	2,293
Corn.....	*150,999	16,594	43,854
Flaxseed.....	200		
Flour.....	4,229	1,889	4,404
Furniture.....		2	7
Glass.....	16		
Horses.....	1		
Iron, ore.....		26,125	
" all kinds.....	5,063		194
Lard and lard oil.....		3	964
Meal, all kinds.....			13,198
Molasses.....	159		8
Nails.....	1	1	11
Oats.....	*10,250	1	13,139
Oil, in barrels.....	7,143	2	254
Paint.....			2
Pork.....			343
Rags.....			1
Rye.....	923		
Salt.....	183	479	549
Seeds, all kinds.....			11
Spirits, beer, &c.....	74	71	168
Steel.....	3,000	1,562	11,802
Stone for cutting.....		429	
Tallow.....			201
Tobacco.....	96		
Wheat.....	*269,978	23,602	9,190
Wool.....			130
Merchandise not enumerated.....	518	126	6,219
Barrels, empty.....	1		
Firewood, in vessels.....		27	
Hop poles.....		100	
Lumber, sawn, in vessels.....	924	4,583	57,695
Masts and spars.....		3	
Railway ties.....		74	1,273
Shingles.....		50	
Square timber, in vessels.....	26	24,959	
Total.....	354,485	108,958	172,738

\* Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

\* Of this quantity of oats 187 tons passed down from Dunville to Montreal.

\* Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.

## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to United States Ports.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.
1900.	Tons.	Tons.	Tons.
Agricultural products, vegetable.....		1	6
Ashes.....	23	15	
Barley.....	1,288	563	1,598
Cement and water-lime.....			18
Clay, lime and sand.....	15		
Coal.....		1,360	992
Corn.....	*109,359	9,844	44,306
Flour.....	1,595	990	6,371
Furniture.....	1		
Glass, all kinds.....	6	4	
Horses.....			4
Iron, pig.....	508	1,284	
" all other.....	4,292	1,044	714
" ore.....		58,400	
Lard and lard oil.....			1,588
Meal (all kinds).....			14,244
Molasses.....		21	57
Oats.....	*8,925	348	30,840
Oil, in barrels.....	15,647	4,288	17
Oil-cake.....			2,705
Paint.....		2	36
Pease.....	115		4
Pitch and tar.....		24	
Pork.....			117
Rye.....	3,078	160	300
Salt.....		467	
Soda ash.....		15	
Steel.....	5,420		2,601
Sugar.....			154
Tallow.....			631
Wheat.....	*121,896	6,610	7,541
White lead.....	16		
Merchandise not enumerated.....	103	154	7,899
Barrels, empty.....	182	407	5
Firewood, in vessels.....		1,143	
Lumber, sawn, in vessels.....	15,760	5,701	55,128
Shingles.....		90	
Square timber, in vessels.....		20,267	
Staves.....		3	
Total.....	288,231	113,205	177,876

\* Of this quantity of corn 751 tons came to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\* Of this quantity of oats 586 tons came down to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\* Of this quantity of wheat 10,835 tons came down to Ogdensburg, Kingston and Prescott in 1900, were stored there, and transhipped to Montreal in 1900.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1901.	Tons.	Tons.	Tons.
Agricultural implements.....	1,785		
" products, vegetable.....			10
Ashes.....	3		
Barley.....			7,119
Coal.....		2,322	357
Corn.....	14,319	4,828	48,609
Flaxseed.....	4,965	2	
Flour.....	1,400	218	15,768
Furniture.....	5		
Glass (all kinds).....	1		
Hay, pressed.....	246		
Iron, pig.....		1,790	
" all other.....	1,178	589	
" ore.....		98,452	
Lard and lard oil.....	1,155	827	525
Meal (all kinds).....	85		13,981
Meats.....	114	7	
Molasses.....		17	
Oats.....	1,584	853	25,704
Oil (in barrels).....	14,987	2,971	22
Oil-cake.....	1,083	113	219
Paint.....	17	6	
Pitch and tar.....		17	
Pork.....	34	970	10
Rye.....	2,961		
Salt.....	50	165	106
Soda ash.....	4		
Spirits, &c.....	32		
Sugar.....	112		448
Tallow.....			119
Tobacco, raw.....	23		
Wheat.....	*132,702	8,051	9,057
Wool.....			3
Merchandise not enumerated.....	2,420	1,395	966
Barrels, empty.....	66		216
Firewood, in vessels.....		1,287	
Lumber, sawn, in vessels.....	2,635	3,412	51,931
Mast spars, &c. ".....		13	
Shingles.....		18	
Square timber, in vessels.....	504	14,023	
Total.....	184,420	142,346	175,169

\*Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1902.	Tons.	Tons.	Tons.
Agricultural implements.....	12		399
Barley.....			7,418
Coal.....	15,976		35,562
Corn.....	1,719	10,335	55,593
Fish.....		1	
Flour.....	6,755	5,897	7,030
Furniture.....			17
Iron, railway.....	50		
" all other.....	5,785		220
" ore.....		3,492	18,988
Lard and lard oil.....			2,413
Meal, all kinds.....			12,675
Molasses.....	54	18	
Oats.....	1,442		9,764
Oil, (in barrels).....	12,091	131	1,594
Oil cake.....			110
Paint.....		20	
Pitch and tar.....		33	
Pork.....			632
Rye.....	4,079		
Seeds, all kinds.....			10
Sugar.....			280
Wheat.....	* 200,975	12,452	8,389
Wool.....			752
Merchandise not enumerated.....	419	172	1,928
Barrels (empty).....	5	15	
Firewood, in vessels.....		288	
Lumber, sawn, in vessels.....	1,085	1,178	97,300
Saw logs.....		28	
Square timber, in vessels.....		20,833	
Staves (barrel).....		35	
Woodenware.....	17		
Total.....	250,475	55,733	341,078

\* Of this quantity 6,096 tons were transhipped to Montreal, being grain of 1901.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1903.	Tons.	Tons.	Tons.
Agricultural implements.....	46		
" products.....		1	
Ashes.....	14		
Barley.....	2,206	1,017	11,433
Coal.....		30,009	
Corn.....	116,223	13,846	80,689
Flax and hemp.....		5	
Flaxseed.....	3,643		
Flour.....	16,151		6,082
Furniture.....	3	10	
Glass, all kinds.....	15		
Horses.....			2
Iron, railway.....		15	
" all other.....	2,542	556	
" ore.....		18,323	
Meal, all kinds.....	348		13,549
Molasses.....	240	16	
Nails.....	19		
Oats.....	2,438		5,315
Oil.....	14,619	518	2,000
Oil cake.....	462	792	740
Paint.....	5		
Pease.....	63		22
Pork.....			153
Rags.....	4		
Rosin.....	20		
Rye.....	4,260		644
Salt.....	132	2,242	
Seeds, all kinds.....			27
Spirits.....	2		3
Steel.....		5	
Tallow.....	3	15	
Wheat.....	* 226,746	14,199	13,725
Wool.....			482
Merchandise not enumerated.....	582	117	2,012
Firewood, in vessels.....		210	9
Lumber, sawn, in vessels.....		3,086	76,563
Shingles.....		54	
Timber, square, in vessels.....		26,324	
Total.....	390,786	111,360	213,449

\*Of this quantity 2,890 tons were transhipped to Montreal, being grain for 1902.



## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1904.	Tons.	Tons.	Tons.
Agricultural implements.....	17		393
Apples.....	1		
Ashes.....	16		3
Barley.....	9,697	853	16,621
Cement and water-lime.....	35		
Coal.....		32,813	1,100
Corn.....	55,921	3,960	57,473
Dye woods and dye stuffs.....		2	
Flaxseed.....	212		
Flour.....	24,662	635	8,556
Furniture.....	6	12	
Glass, all kinds.....	3		1
Hides and skins.....	10	1	
Iron, railway.....	8,170		2,166
" all other.....	1,651		1,306
" ore.....	17,362		19,460
Meal, all kinds.....	57		13,096
Nails.....		18	
Oats.....			16,497
Oil, in barrels.....	12,848		1,755
Oil cake.....	7,846	2	
Paint.....		10	17
Pease.....			3
Pitch and tar.....		180	
Pork.....			379
Salt.....	615	478	
Steel.....	16	1	
Spirits, &c.....	766	458	
Sugar.....			53
Tallow.....		2	
Tin.....	87	28	
Wheat.....	*133,428	18,903	11,920
Wool.....			134
Merchandise.....	713	102	1,554
Firewood.....			717
Hop poles.....			154
Railway ties.....			652
Sawn lumber, in vessels.....		9,743	86,979
Square timber.....	1,544	35,697	
Salt barrels.....	394		
Total.....	275,277	103,803	240,998

\* Of this quantity 4,014 tons were transhipped to Montreal, being grain of 1903.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1905.	Tons.	Tons.	Tons.
Agricultural implements.....			552
Barley.....	43,607	2,628	9,197
Bricks.....		15	
Clay, lime and sand.....	22	200	
Coal.....	29,351	58,391	3,346
Corn.....	84,204	3,005	93,622
Crockery and earthenware.....	93		
Flaxseed.....	15,694		
Flour.....	14,571	14,458	9,483
Glass, all kinds.....	21	4	
Hay, pressed.....		200	
Hides and skins.....		46	
Iron, railway.....	10	1,531	
" pig.....		980	
" all other.....	384	2,160	
" ore.....	3,837	18,544	
Lard and lard oil.....	2,847		
Meats, other than pork.....			87
Meal, all kinds.....	270	200	9,336
Molasses.....	820	63	
Nails.....	64		1
Oats.....	21,404	3,776	10,892
Oil, in barrels.....	20,700	3,082	
Oil cake.....	9,229	662	328
Paint.....		42	
Pease.....			76
Pitch and tar.....	53		
Pork.....			273
Rags.....			4
Rye.....	1,711		
Salt.....	168	36	
Seeds, all kinds.....			43
Soda ash.....	59	8	
Spirits, &c.....	635	104	
Steel.....	48		
Sugar.....	2,019		53
Tallow.....	53		
Tin.....	53		
Tobacco.....	204		
Wheat.....	*190,505	32,562	15,483
White lead.....			7
Wool.....			21
Merchandise.....	851	205	2,008
Barrels, empty.....			3
Firewood.....			2,700
Railway ties.....			2,248
Sawn lumber, in vessels.....	3,967	12,794	74,279
Square timber, in vessels.....	1,260	9,500	
Shingles.....			62
Split posts, in vessels.....			12
Total.....	448,704	165,286	234,017

\* Of this quantity 2,809 tons were transhipped to Montreal, being grain of 1904.

## SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the quantity of Through Freight passed Down the Welland Canal to Canadian Ports, &c.—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1906.	Tons.	Tons.	Tons.
Agricultural products, vegetables.....			1
Agricultural implements.....			494
Ashes.....	42		
Barley.....	21,196	984	9,266
Cement and water-lime.....		1	
Coal.....		106,843	4,400
Corn.....	55,559	15,688	140,558
Flaxseed.....	80,570	3,392	756
Flour.....	9,174	70	8,916
Furniture.....	6		1
Glass, all kinds.....	11		
Hides, skins, &c.....	2		
Iron, all other.....	269	1,070	27
" pig.....		1,691	
" railway.....		1,091	
Lard and lard-oil.....	4,810	2	
Meals, all kinds.....	60		10,668
Nails.....		11	
Oats.....	37,164	819	11,323
Oils.....	18,995	5,134	
Ore, iron.....		5,862	
Pease.....		11	
Pork.....		268	
Rye.....	1,405	6	
Salt.....	75	19	
Seeds, all kinds.....		3	3
Soda ash.....	30		
Steel.....		2	
Sugar.....			840
Spirits, all kinds.....	614	370	
Wheat.....	*289,611	15,834	14,972
Wool.....			89
Merchandise.....	466	337	2,324
Barrels, empty.....			2
Firewood.....		54	3,609
Lumber, sawn in vessels.....	100	39,207	27,701
Railway ties, in vessels.....		849	
Staves.....	1,500		
Shingles.....			53
Timber, square, in vessels.....	1,500	10,000	
Total.....	523,159	209,628	236,003

\* Of this quantity 4,191 tons were transhipped to Montreal, being grain of 1905.

7-8 EDWARD VII., A. 1908

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1895.	Tons.	Tons.	Tons.
Barley .....	953		7,320
Corn .....	70,265	2,912	91,743
Oats .....	1,654	123	16,442
Pease .....			
Rye .....	†158,643	29,061	17,908
Wheat .....			
Total grain .....	231,491	32,096	133,823
Other articles .....	35,168	79,850	113,212
Total .....	266,659	111,946	247,035
1896.			
Barley .....	240		11,128
Corn .....	181,330	19,688	118,426
Oats .....	12,373	1,454	14,351
Pease .....	3,020	10	
Rye .....	8,323	647	
Wheat .....	254,763	51,564	16,467
Total grain .....	†461,049	73,386	160,372
Other articles .....	18,393	99,564	150,977
Total .....	749,442	172,959	311,349
1897.			
Barley .....			14,173
Corn .....	264,396	11,103	115,689
Oats .....	6,774	3,046	15,233
Pease .....	2,078	3	
Rye .....	8,435	48	
Wheat .....	278,498	39,057	12,661
Total grain .....	*660,254	53,257	157,756
Other articles .....	20,793	114,989	122,207
Total .....	581,047	166,246	285,963
1898.			
Barley .....	3,960	1,417	6,909
Corn .....	310,498	13,338	116,317
Oats .....	3,975	625	12,729
Pease .....	260		45
Rye .....	16,133	39	
Wheat .....	184,706	15,860	8,612
Total grain .....	**519,532	31,279	144,612
Other articles .....	19,773	79,614	114,259
Total .....	539,305	110,893	258,871

† Of this amount, 3,469 tons came down to Kingston in 1894, was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there, and transhipped to Montreal in 1895.

‡ Of this amount, 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

\* Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

\*\*Of this quantity, 6,550 tons came down in 1897 and were transhipped in 1898

## SESSIONAL PAPER No. 20a

U.—STATEMENT showing the quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1899.	Tons,	Tons.	Tons.
Barley.....	568	.....	1,828
Corn.....	150,999	16,594	43,854
Oats.....	10,250	1	13,139
Pease.....	.....	.....	.....
Rye.....	923	.....	.....
Wheat.....	169,978	24,602	9,190
Total grain.....	**332,736	40,197	68,011
Other articles.....	21,739	68,671	104,727
Total.....	354,485	108,958	172,732
1900.			
Barley.....	1,288	563	1,598
Corn.....	109,358	9,844	44,406
Oats.....	8,925	348	30,840
Pease.....	115	.....	4
Rye.....	3,078	160	300
Wheat.....	121,896	6,610	7,541
Total grain.....	**244,661	17,525	81,589
Other articles.....	43,670	96,680	93,287
Total.....	288,231	113,205	177,876
1901.			
Barley.....	.....	.....	.....
Corn.....	14,319	4,328	49,609
Oats.....	1,584	853	25,704
Pease.....	.....	.....	.....
Rye.....	2,961	.....	.....
Wheat.....	132,702	8,051	9,067
Total grain.....	†151,566	13,732	83,370
Other articles.....	32,834	128,614	91,799
Total.....	184,420	142,346	175,169
1902.			
Barley.....	.....	.....	7,418
Corn.....	1,719	10,335	55,583
Oats.....	1,412	.....	9,764
Pease.....	.....	.....	.....
Rye.....	4,079	.....	.....
Wheat.....	200,975	12,452	8,389
Total grain.....	‡208,215	22,787	81,165
Other articles.....	42,260	32,946	179,914
Total.....	250,475	55,733	261,078

\* Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

\*\* Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.

‡ Of this quantity, 8,096 tons came down in 1901 and were transhipped to Montreal in 1902.

7-8 EDWARD VII., A. 1908

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1903.	Tons.	Tons.	Tons.
Barley.....	2,206	1,017	11,433
Corn.....	116,223	13,846	80,689
Oats.....	2,438		5,315
Pease.....	63		22
Rye.....	4,200		644
Wheat.....	226,746	14,199	13,725
Total grain.....	\$351,936	29,062	111,828
Other articles.....	38,850	82,998	101,621
Total.....	390,786	111,960	213,449
1904.			
Barley.....	9,697	853	16,621
Corn.....	55,021	3,950	57,473
Oats.....			16,497
Pease.....			3
Rye.....			
Wheat.....	*133,528	18,908	11,929
Total grain.....	198,246	23,711	102,523
Other articles.....	77,081	80,092	138,475
Total.....	375,277	103,803	240,998
1905.			
Barley.....	43,607	2,628	9,197
Corn.....	84,204	3,095	93,622
Oats.....	21,404	3,776	10,892
Pease.....			76
Rye.....	1,711		
Wheat.....	190,505	32,562	15,483
Total grain.....	**341,431	42,061	129,270
Other articles.....	107,273	123,225	104,747
Total.....	448,704	165,286	234,017
1906.			
Barley.....	21,196	984	9,266
Corn.....	55,559	15,688	140,558
Oats.....	37,164	819	11,323
Pease.....		11	
Rye.....	1,405	6	
Wheat.....	***289,611	15,843	14,972
Total grain.....	404,935	33,351	176,119
Other articles.....	118,224	176,277	59,884
Total.....	523,159	209,623	236,003

§Of this quantity, 2,890 tons came down in 1902 and were transhipped in 1903.

\*Of this quantity, 4,014 tons were transhipped to Montreal, being grain of 1903.

\*\*Of this quantity, 2,809 tons were transhipped to Montreal, being grain of 1904.

\*\*\*Of this quantity, 4,191 tons were transhipped to Montreal, being grain of 1905.

**QUANTITY OF VEGETABLE FOOD AND LUMBER, ETC,**

7-8 EDWARD VII., A. 1908

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the years ended 31st December, 1906.

	VEGETABLE FOOD.										Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Buck- wheat.	All Other.				
	Tons.	Tons.	Tons.	Tons.	Tons.	• Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1905.....	38,512	254,458	180,921	55,432	36,072	1,711	.....	9,883	93,543	670,532	.....	
" " 1906.....	18,294	326,798	211,805	31,446	49,306	1,784	.....	10,739	69,955	720,127	.....	
Increase .....	.....	72,340	30,884	.....	13,224	73	.....	856	.....	49,595	.....	
Decrease.....	20,218	.....	.....	23,986	.....	.....	.....	.....	23,688	.....	.....	
St. Lawrence Canal, 1905.....	26,125	403,252	161,095	59,846	44,915	3,393	719	6,377	63,912	769,664	.....	
" " 1906.....	14,737	336,246	83,483	27,989	47,412	1,407	764	6,607	86,579	605,224	.....	
Increase .....	.....	.....	.....	.....	2,497	1,986	45	230	22,637	.....	.....	
Decrease.....	11,388	67,006	77,612	31,857	.....	.....	.....	.....	.....	164,440	.....	
Chambly Canal, 1905.....	584	.....	2	.....	1,801	.....	.....	1,332	78,126	81,935	.....	
" " 1906.....	945	11	24	5	1,065	.....	.....	1,594	98,926	102,570	.....	
Increase.....	361	11	22	5	.....	.....	.....	263	20,800	20,635	.....	
Decrease.....	.....	.....	.....	.....	826	.....	.....	.....	.....	.....	.....	
Ottawa Canal, 1905.....	107	.....	1	.....	1,016	.....	2	622	292,800	294,548	.....	
" " 1906.....	97	.....	.....	.....	1,510	.....	.....	275	299,811	301,093	.....	
Increase .....	.....	.....	.....	.....	494	.....	2	.....	7,011	7,145	.....	
Decrease.....	10	.....	1	.....	.....	.....	.....	347	.....	.....	.....	
Rideau Canal, 1905.....	647	977	4	105	508	.....	.....	297	19,577	22,115	.....	
" " 1906.....	416	886	204	50	1,226	.....	.....	462	26,172	28,426	.....	
Increase .....	.....	.....	200	.....	718	.....	.....	165	6,595	7,311	.....	
Decrease.....	231	81	.....	55	.....	.....	.....	.....	.....	.....	.....	



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St. Peter's Canal, 1905.....	1,451	.....	.....	11	2,498	.....	7,469	8,305	15,734
" " 1906.....	1,460	.....	39	.....	1,968	.....	5,953	9,403	18,743
Increase.....	9	.....	39	11	.....	.....	1,536	1,098	1,031
Decrease.....	.....	.....	.....	.....	630	.....	.....	.....	.....
Trent Valley Canal, 1905.....	25	484	.....	15	15	.....	163	3,619	4,321
" " 1906.....	71	696	7	15	.....	18	214	1,815	2,835
Increase.....	46	211	7	.....	.....	18	51	.....	.....
Decrease.....	.....	.....	.....	.....	15	.....	.....	1,804	1,486
Murray Canal, 1905.....	180	408	1	633	27	.....	875	59	2,183
" " 1906.....	34	27	51	94	12	.....	262	1,645	2,016
Increase.....	.....	.....	50	.....	.....	.....	.....	1,486	.....
Decrease.....	146	381	.....	539	15	.....	623	.....	167
Sault Ste. Marie Canal, 1905.....	190,878	779,408	4,116	41,793	35,720	1,910	5,671	35,368	1,094,949
" " 1906.....	263,108	1,031,679	4,068	86,647	144,051	3,934	17,421	66,615	1,610,423
Increase.....	77,230	252,186	48	43,754	108,331	2,204	11,750	20,247	515,474
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total increase.....	45,653	257,280	46,498	12,689	123,788	129	10,808	54,482	433,086
Total decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total for year 1905..... 2,959,981									
" " 1906..... 3,893,017									

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, April 5, 1907.

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## CANAL

## COMPARATIVE STATEMENT for years

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1904 .....				3,288 86	21,846 64
" " 1906 .....				8,433 31	21,269 06
Increase .....				5,144 45	
Decrease .....					77 58
St. Lawrence Canals, 1905 .....			45 00	802 40	16,452 09
" " 1906 .....	115 26	183 61	306 30	1,343 02	14,056 89
Increase .....	115 26	183 61	261 30	540 62	
Decrease .....					2,395 20
Chambly Canal, 1905 .....				13 27	4,460 39
" " 1906 .....				27 55	2,757 49
Increase .....				14 28	
Decrease .....					1,702 90
Ottawa Canals, 1905 .....				641 08	4,703 43
" " 1906 .....				737 27	4,696 15
Increase .....				96 19	
Decrease .....					8 28
Rideau Canal, 1905 .....					646 18
" " 1906 .....				59 64	820 93
Increase .....				59 64	174 75
Decrease .....					
St. Peters Canal, 1905 .....				2 94	380 56
" " 1906 .....	12 60			66 69	293 33
Increase .....	12 60			63 75	
Decrease .....					87 23
Trent Valley Canals, 1905 .....				5 06	75 62
" " 1906 .....				2 45	129 13
Increase .....					53 51
Decrease .....				2 61	
Murray Canal, 1905 .....				4 69	111 68
" " 1906 .....				67 20	71 79
Increase .....				62 51	
Decrease .....					39 89
Sault Ste. Marie Canal, 1905 .....					
" " 1906 .....					
Increase .....					
Decrease .....					
Total increase .....	127 86	183 61	261 30	5,978 83	
Total decrease .....					4,032 82

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

## REVENUE.

ending December 31, 1905 and 1906.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts. 22,001 34 19,379 35	\$ cts. 21,063 78 20,870 82	\$ cts. 22,335 79 23,532 03	\$ cts. 20,836 58 20,561 70	\$ cts. 25,385 04 23,716 09	\$ cts. 17,205 43 21,329 33	\$ cts. 4,303 81 4,282 76	\$ cts. 157,767 27 163,374 45
2,621 99	192 96	1,196 24	274 88	1,668 95	4,123 90	21 05	5,607 18
19,742 45 21,383 27	21,456 23 23,149 03	20,641 37 21,725 20	18,633 85 22,051 88	18,015 82 18,878 04	14,114 77 18,758 11	142 71 1,071 06	130,046 69 143,021 67
1,640 82	1,692 80	1,083 83	3,418 03	862 22	4,643 34	928 35	12,974 98
3,388 38 4,534 66	4,632 41 5,461 24	4,394 10 5,156 43	4,053 66 4,187 80	5,405 57 5,438 83	2,044 10 2,625 18		28,391 88 30,189 18
1,116 28	828 83	762 33	134 14	33 26	581 08		1,797 30
4,598 35 4,662 76	4,130 27 5,359 49	3,631 32 5,359 07	4,198 24 4,039 69	4,173 60 3,817 99	2,870 74 2,067 78		28,997 03 30,739 20
64 41	1,229 22	1,677 75	158 55	355 61	802 96		1,742 17
772 07 931 80	1,041 94 1,058 24	1,066 10 1,516 15	986 05 1,179 91	832 77 847 82	373 83 693 42	55 89	5,774 83 7,107 91
159 73	16 30	450 05	193 86	15 05	319 59	55 89	1,333 08
363 83 324 20	390 50 328 45	417 39 377 93	411 51 377 88	388 18 375 75	354 09 329 84	202 96 172 03	2,911 96 2,658 70
39 63	62 05	39 46	33 63	12 43	24 25	30 93	253 26
203 81 190 04	274 54 266 24	234 99 279 32	212 65 130 00	158 78 119 44	94 68 58 95		1,310 13 1,175 57
13 77	8 30	5 67	82 65	39 34	35 73		134 56
124 95 166 44	217 27 241 95	280 13 323 06	197 38 163 53	140 33 123 85	128 96 118 10	50 1 10	1,205 89 1,283 02
41 49	24 68	48 93	33 85	16 48	10 86	60	77 13
377 34	3,528 52	5,174 00	3,162 47	1,182 28	8,794 11	821 08	23,144 02

Total revenue for 1905.....\$356,405 68  
 " 1906.....379,549 70

RICHARD DEVLIN, *Compiler of Canal Statistics.*

7-8 EDWARD VII., A. 1908

## APPENDIX A.

No. 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, pot and pearl.											42			8 40	8 40
Apples.															
Agricultural products not enumerated, vegetables.	21														
Agricultural products not enumerated, animals.					1				21		22	3 15		0 20	3 35
Agricultural implements.	1,188				494				1,188	494	1,682	178 20		98 80	277 00
Barley.		10,928			9,266					31,416	31,416			3,144 60	3,144 60
Bricks.															
Bones.															
Bristles.															
Buckwheat.	2														
Cement and waterlime.															
Clay, lime and sand.	60														
Coal.		336			29,123	4,400	7,161	106,843	36,344	111,243	147,587	7,268 80		22,248 60	29,517 40
Corn.					185,240			76,229		211,805	211,805			21,180 50	21,180 50
Cattle.															
Cotton (raw).									48		48	7 20			7 20
Crockery and earthenware.	48														
Dye wood and dye stuffs.															
Fish.															
Flax and hemp.															
Flour.	67	2,942			15,215				67	18,227	18,294	1 27		3,633 68	3,634 95
Furniture.	24	2			1				24	7	31	3 60		1 40	5 00
Gypsum.															
Glass (all kinds).	324	11							324	11	335	48 60		2 20	50 80
Hay (pressed).	181								181		181	27 15			27 15
Hogs.															
Horses.															
Hides and skins, horns and hoofs.	2								2	2	2			0 40	0 40
Ice.					1,590				1,590		1,590	79 50			79 50

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" all other	7,670	565	36,109	84,205	237,226	7,161	331,124	222,868	979,099	1,201,967
Steel.....	111									8,235
Salt.....	17									111
Seeds, all kinds.....	20	17								17
Lard and lard oil.....	20	5								20
Agricultural implements.....	292	2								5
Furniture.....	1									294
Glass, all kinds.....	2,126	394								2,519
Marble.....	35	35								35
Nails.....	30	7								37
Oil.....	3,704	307								4,011
Paint.....	102	46								148
Pitch and tar.....	411	1								412
Soda ash.....	239									239
Sugar.....	272	38								310
Tin.....	1,127	26								1,153
White lead.....	1,188	177								1,365
Whiting.....	304									304
Whiskey all other spirits.....	91	2								93
Merchandise.....	468	15								483
Firewood, in vessels.....	11,091	616								11,707
Lumber sawn ".....	7,245	47,661								54,906
Woodenware.....	459	1,848								2,307
	0									5
Grand total freight..	77,635	374,640	96,109	84,205	237,226	7,161	331,124	222,868	979,099	1,201,967

\* Amount of damages, not included in above, \$402.80.

**RICHARD DEVLIN,**  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

7-8 EDWARD VII., A. 1908

## APPENDIX A—Continued.

No. (A) 2.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal and the Amount of Tolls heretofore collected, (now free) during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Ashes, pot and pearl											42	\$	cts.	\$ cts.
Apples											42	8	40	8 40
Agricultural products not enumerated, vegetables...	21								21		22	3	15	0 20
Agricultural products not enumerated, animal...	1,188								1,188		1,682	178	20	98 80
Agricultural implements.		10,928			494		11,252		31,446		31,446	3,144	60	3,144 60
Barley					9,266									
Bricks														
Bones														
Brimstone														
Buckwheat.														
Cement and water-lime.	2								2		3	0	30	0 20
Clay, lime and sand.														
Coal	60				29,123	4,400	7,161	106,843	36,344	111,243	147,587	7,208	80	22,248 60
Corn		336			135,240		76,229		211,806	211,806	211,806	21,180	50	21,180 50
Cattle.														
Cotton (raw)									48		48	7	20	7 20
Crockery and earthenware.	48													
Dye wood and Dye stuffs.														
Fish														
Flax and hemp														
Flour	24	2,875			15,215		70	18,160	24	18,160	18,160	3,632	00	3,632 00
Furniture.		2			1		4			7	31	3	60	1 40
Gypsum.														
Glass (all kinds).	324	11							324	11	335	48	60	50 80
Hay (pressed)	181								181		181	27	15	27 15
Hogs.														
Horses.														
Hides and skins, horns and hoofs.		2								2	2	0	40	0 40
Ice					1,590				1,590		1,590	79	50	79 50





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No. (A) 2.—GENERAL STATEMENT showing Quantity of each Articles of Through Freight transported on the Welland Canal—Concluded,

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats.....														
Firewood, in vessels.....					3,609			54		3,663	3,663		224 20	244 20
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....					27,701		1,839		1,861	67,008	68,869	384 72	12,056 37	12,391 09
" rafts.....			2,231	1,861										
Masts, spars, and telegraph poles, in vessels.....														
" rafts.....														
Railway ties, in vessels.....														
" rafts.....			37	812						849			135 67	135 67
Saw logs.....														
Staves and headings, barrel pipe.....														
" " W. India.....														
Staves, salt barrel.....					1,500					1,500	1,500		240 00	240 00
Shingles.....					53					53			36 68	36 68
Split posts and fence rails, in vessels.....														
" rafts.....														
Timber, square, in vessels.....			1,400							11,500	11,500		1,725 00	1,725 00
" rafts.....														
Traversea.....														
Woodenware and wood partly manufactured.....	95								95			38 00		38 00
Total through freight herebefore paying tolls, now free.....	31,843	366,836	1,990	36,109	84,205	237,224	7,161	328,621	125,199	968,790	1,093,989	20,517 37	120,489 68	141,006 95



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No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Ashes, pot and pearl.....												\$	cts.	\$ cts.
Apples.....														
Agricultural products not enumerated, vegetables.....														
Agricultural products not enumerated, animal.....														
Agricultural implements.....														
Barley.....														
Bricks.....														
Bones.....														
Brimstone.....														
Buckwheat.....														
Cement and water-lime.....														
Clay, lime and sand.....														
Coal.....											350		43 75	43 75
Corn.....														
Cattle.....														
Cotton (raw).....														
Grocery and earthenware.....														
Dye wood and dye stuffs.....														
Fish.....														
Flax and hemp.....														
Flour.....	67	67							67	67	184	1 27	1 68	2 95
Furniture.....														
Gypsum.....														
Glass (all kinds).....														
Hay (pressed).....														
Hogs.....														
Horses.....														
Hides and skins, horns and hoofs.....														
Ice.....														

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## APPENDIX A—Continued.

No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.		Amount of Tolls.—Up.		Amount of Tolls.—Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.	\$	cts.	\$	cts.
Hop poles.....																		
Lumber, sawn, in vessels.....		494						592			1,086					73	24	
" " rafts.....																		
Masts, spars, and telegraph poles, in vessels.....																		
" " rafts.....																		
Railway ties, in vessels.....																		
" " rafts.....																		
Saw logs.....	147	53							147	53			13	44		60		14
Staves and headings, barrel pipe.....																		
" " W. India.....																		
Staves, salt barrel.....																		
Shingles.....																		
Split posts and fence rails, in vessels.....																		
" " rafts.....																		
Timber, square, in vessels.....																		
" " rafts.....																		
Traverses.....																		
Woodenware and wood partly manufactured.....																		
Total way freight heretofore paying tolls, now free.....	878	7,806					2,508		878	10,309	11,187		25	75	717	16		742

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Total tolls on Vessels.....	95 02	104 94	199 96
" " Passengers.....			
Total Way Tolls.....	120 77	822 10	942 87

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

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## APPENDIX A—Continued.

No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals and the Amount of Tolls heretofore collected, now Free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.		\$	cts.
Ashes, pot and pearl .....	5	7							5	7	12	0 25	1 40	1 65		
Apples .....	40	4,122							40	4,122	4,162	4 96	505 85	510 81		
Agricultural products not enumerated, vegetables ..	617	2,730							617	2,730	3,347	66 17	388 43	454 60		
Agricultural products not enumerated, animal ..	2,430	4,001				2			2,430	4,001	6,431	114 24	589 74	703 98		
Agricultural implements...	64	49							64	51	115	7 62	3 30	10 92		
Barley .....	1,514	5,279							1,514	5,279	6,793	49 83	461 75	511 57		
Bricks .....	12,958	218						165	13,123	218	13,341	626 00	8 21	634 21		
Bones .....	22	77							22	77	99	0 86	11 03	11 89		
Brimstone .....	2,187								2,187		2,187	199 04		199 04		
Buckwheat .....		764								764	764		76 40	76 40		
Cement and water-lime ..	1,936	636							1,936	636	2,572	149 49	73 23	222 72		
Clay, lime and sand .....	37,414	19,134						8,208	45,622	19,134	64,756	1,704 77	723 18	2,517 95		
Coal .....	245	46,225						255,167	301,472	301,472	301,717	36 30	43,516 20	43,552 50		
Corn .....	1,930	17,366				80		8,628	1,930	25,994	27,924	122 44	1,089 37	1,211 81		
Cattle .....	83	181							83	181	264	3 96	11 87	15 83		
Cotton, raw .....																
Crockery and earthenware	580	280							580	280	871	114 44	48 60	163 04		
Dye wood and dye stuffs ..	22								22		22	2 10		2 10		
Fish .....	81	18							81	18	99	3 29	1 34	4 63		
Flax and hemp .....	25								25		25	3 75		3 75		
Flour .....	1,439	4,124							1,439	4,124	5,563	98 94	348 41	437 35		
Furniture .....	1,060	2,686							1,060	2,686	3,746	170 40	387 90	558 30		
Gypsum .....		9								9	9		1 35	1 35		
Glass (all kinds) .....	3,629	610		483					4,112	610	4,722	807 64	111 20	918 84		
Hay (pressed) .....	3,632	4,172							3,632	4,172	7,804	139 04	306 62	415 66		
Hogs .....	68	4							68		72	2 67	0 24	2 91		
Horses .....	528	883							528	883	1,411	24 20	47 87	72 07		
Hides and skins, horns and hoofs .....	48	3							48	3	51	6 87	0 12	6 99		
Ice .....																
Iron railway .....	7,696	177							7,696	177	7,872	1,131 15	7 20	1,138 35		



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Iron, pig.....	4,050	41	175	647	10	4,225	41	4,266	622 71	4 30	627 01
" " ore.....	35,908	3,924	1,022			36,977	3,984	40,911	3,402 01	268 01	3,670 02
Kryolite or Chemical Ore.....	150	25				150		150	1 88		1 88
Lard and lard oil.....	239	239	24			263	239	502	30 55	23 69	54 21
Meal, all kinds.....	57	148				57	148	205	5 11	10 11	15 22
Meat, other than pork.....	77	51				77	51	128	8 39	6 88	15 27
Marble.....	58	33				58	33	91	9 80	6 60	16 40
Manilla.....	93	1				93	1	94	18 54	0 05	11 39
Molasses.....	601	249				601	249	860	92 19	19 20	111 39
Nails.....	6,102	892	508			6,610	892	7,502	1,289 20	138 30	1,427 50
Oats.....	557	9,276			405	557	9,681	10,248	16 25	823 30	1,639 64
Oil (in barrels).....	1,151	742	118			1,269	742	2,011	241 96	110 60	362 56
Oil cake.....		8					8			0 60	0 60
Pease.....	40	1,947				40	1,947	1,937	1 50	124 86	126 36
Potatoes.....	134	119				134	119	253	5 55	8 11	14 66
Pork.....	207	102				207	102	300	19 63	5 10	24 73
Paint.....	1,231	289	25			1,256	289	1,545	244 52	48 90	243 42
Pitch and tar.....	329	27		1,049		1,378	27	1,405	112 64	2 10	114 64
Rags.....	201	41				201	41	242	21 42	7 70	29 12
Flaxseed.....	215	252				215	252	467	-8 07	6 45	14 52
Rye.....		2					2			0 07	0 07
Resin.....	55	18				55	18	678	33 52	0 90	34 42
Salt.....	4,696	356				5,014	356	5,370	465 00	30 68	485 68
Stone intended for cutting.....	232					232		232	8 71		8 71
" wrought.....	78	31				78	31	109	3 90	1 70	5 60
" not suitable for cutting, unwrought.....	1,000	3,134				1,000	3,134	4,134	150 00	88 65	238 65
Seeds, all kinds.....	1,305	18	37			1,342	18	1,360	64 02	1 26	65 28
Sheep.....	77	33				77	33	110	8 35	2 39	5 74
Soda ash.....	808	13				808	13	821	153 00	0 65	153 65
Steel.....	1,781	1,243				1,781	1,243	3,024	250 41	184 12	434 56
Sugar.....	15,673	673	610			16,283	675	16,968	3,225 36	92 55	3,317 91
Spirits, beer, &c.....	1,686	686	30			1,716	686	2,402	330 61	123 70	454 31
Tobacco (raw).....											
Tallow.....		1					1				
Tin.....	4,153	41				4,153	41	4,194	823 05	0 15	0 15
Turpentine.....	61	108				113	108	221	14 43	20 35	820 50
Whet.....	9,664	35,863				9,664	35,863	46,635	493 21	3,066 87	35 28
White lead.....	1,062	81	10		1,108	1,062	81	1,163	210 35	12 00	3,550 08
Whiting.....	636	66				636	66	1,702	126 62	11 15	222 85
Wool.....	1					1			0 10		137 77
All other goods and merchandise not enumerated.....	44,924	17,955	1,500	651	125	47,454	18,731	66,185	7,271 19	2,335 85	9,607 04
Bark.....											
Barrels empty.....	663	1				663	1	664	33 30	0 20	33 50
Boat knees.....											

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No. (A) 4—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Floata.														
Firewood, in vessels.	36,567	885	121,638						58,215	855	159,690	10,627 09	28 28	10,655 37
Firewood, in rafts.														
Hoops.														
Hop poles.	50								50		50	6 00		6 00
Lumber, sawn, in vessels.	63,119	40,034	15,915						79,084	4,034	83,068	3,397 75	104 99	3,502 74
" " rafts.	3,250	261							3,250	261	3,511	47 26	11 48	3,522 50
Masts, spars, and telegraph poles, in vessels.														
Masts, spars, and telegraph poles, in rafts.														
Railway ties, in vessels.														
" " rafts.														
Saw logs.														
Staves and headings, barrel.														
" " W. India.														
Staves, salt barrel.														
Shingles.														
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.	4,710	120							4,710	120	4,830	263 00	1 88	264 88
Timber square, in vessels.	40	3,828							40	3,828	3,868	7 75	139 45	147 20
" " rafts.														
Traverses.														
Woodenware and wood partly manufactured.	128	8							128	8	131	42 80	1 60	44 40
Total freight, heretofore paying toll, now free.	327,476	215,207	142,326		131	736	11,943	265,443	451,876	481,385	963,261	39,888 74	56,933 24	96,821 98



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## APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected, now Free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Amount of Tolls. — Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.		\$ cts.
Ashes, pot and pearl.									7				
Apples	20	3,107					20	3,107	3,127			1 40	1 40
Agricultural products not enumerated, vegetables.	353	2,537					353	2,537	2,890			466 05	466 05
Agricultural products not enumerated, animal.	198	3,848					198	3,848	4,046			390 55	433 50
Agricultural implements	8	5					8	5	13			577 20	606 90
Barley									4,397			1 00	2 57
Bricks.	1,083	4,397					1,083	4,397	4,397			439 70	439 70
Bones		70						70	1,083			162 45	162 45
Brimstone.									70			10 50	10 50
Buckwheat.		764						764	764			76 40	76 40
Cement and water-lime	125	438					125	438	563			63 70	84 45
Clay, lime and sand	120						120		120			18 75	18 00
Coal	240	42,312						241,596	284,148			36 00	42,483 13
Corn	509	511					509	2,610	3,119			76 09	261 56
Cattle													
Cotton (raw)													
Crockery and earthenware.	527	228					527	228	766			46 00	183 60
Dye wood and dye stuffs.													
Fish		5						5	5			0 75	0 75
Flax and hemp	25						25		25			3 75	3 75
Flour	24	1,667					24	1,667	1,691			250 05	253 44
Furniture	683	1,666					683	1,666	2,949			334 00	470 55
Gypsum		9						9	9			1 35	1 35
Glass, all kinds	3,415	538					3,898	538	4,436			107 60	887 20
Hay, pressed.		1,047						1,047	1,047			157 05	157 05
Hogs													
Horses	2	56					2	56	58			8 40	8 70
Hides and skins, horns and hoofs	45						45		45			6 75	6 75

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Ice.....	7,487	21	1,046	74	129	24	10	7,487	21	1,046	7,487	1,123 06	3 15	1,123 05
Iron, railway.....	8,416	175	1,022	2	11	11	10	8,416	175	1,022	8,416	538 65	188 40	541 80
Iron, pig.....	10,117	1,046	1,022	10,117	1,046	1,022	10,117	1,046	1,022	1,046	18,186	2,867 70	158 40	2,728 10
Iron, all other.....	74	129	24	74	129	24	74	129	24	74	227	14 44	19 35	33 79
Kryolite or chemical ore.....	2	11	11	2	11	11	2	11	11	2	13	0 20	1 85	1 85
Lard and lard oil.....	21	44	44	21	44	44	21	44	44	21	65	3 15	6 80	9 75
Meat, other than pork.....	46	33	33	46	33	33	46	33	33	46	79	9 20	6 60	15 80
Marble.....	87	87	87	87	87	87	87	87	87	87	87	17 40	9 00	28 25
Manilla.....	97	45	45	97	45	45	97	45	45	97	142	19 26	9 00	28 25
Molasses.....	5,220	478	508	5,220	478	508	5,220	478	508	5,220	6,206	1,139 60	95 60	1,235 20
Nails.....	834	490	118	834	490	118	834	490	118	834	7,558	190 36	98 00	755 80
Oil, in barrels.....	983	983	983	983	983	983	983	983	983	983	983	100 55	100 55	288 36
Oil cake.....	13	10	10	13	10	10	13	10	10	13	13	1 95	1 50	1 99
Potatoes.....	5	10	10	5	10	10	5	10	10	5	15	0 49	1 50	286 48
Pork.....	1,062	223	25	1,062	223	25	1,062	223	25	1,062	1,380	220 88	45 60	38 29
Paint.....	187	5	5	187	5	5	187	5	5	187	192	37 29	1 00	18 80
Pitch and tar.....	57	37	37	57	37	37	57	37	37	57	94	11 40	7 40	0 20
Rags.....	2	2	2	2	2	2	2	2	2	2	2	0 20	0 20	0 20
Rye.....	810	147	1	810	147	1	810	147	1	810	957	124 29	22 06	146 34
Flaxseed.....	58	6	37	58	6	37	58	6	37	58	100	14 25	0 75	15 00
Rosin.....	732	1,222	610	732	1,222	610	732	1,222	610	732	732	146 40	183 30	146 40
Stone intended for cutting.....	1,378	382	30	1,378	382	30	1,378	382	30	1,378	2,600	206 70	183 30	390 00
Stone wrought.....	14,873	596	1	14,873	596	1	14,873	596	1	14,873	15,875	3,096 45	78 40	3,174 85
Stone not suitable for cutting, unwrought.....	1,030	596	1	1,030	596	1	1,030	596	1	1,030	1,656	212 00	119 20	331 20
Seeds, all kinds.....	4,029	36	108	4,029	36	108	4,029	36	108	4,029	4,065	805 80	7 20	813 00
Sheep.....	51	103	10	51	103	10	51	103	10	51	154	10 20	20 60	30 80
Soda ash.....	1,314	27,318	53	1,314	27,318	53	1,314	27,318	53	1,314	28,426	197 10	2,842 60	3,039 70
Steel.....	790	53	53	790	53	53	790	53	53	790	853	159 96	10 60	170 56
Sugar.....	578	578	578	578	578	578	578	578	578	578	631	115 60	10 50	126 10
Spirits, beer, &c.....	26,459	8,207	1,500	26,459	8,207	1,500	26,459	8,207	1,500	26,459	36,291	5,588 81	1,666 40	7,255 21
Tobacco (raw).....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
Tallow.....	1	1	1	1	1	1	1	1	1	1	1	0 15	0 15	0 15
Tin.....	36	103	10	36	103	10	36	103	10	36	154	10 20	20 60	30 80
Turpentine.....	1,314	27,318	53	1,314	27,318	53	1,314	27,318	53	1,314	28,426	197 10	2,842 60	3,039 70
Wheat.....	578	578	578	578	578	578	578	578	578	578	631	115 60	10 50	126 10
White lead.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
Whiting.....	26,459	8,207	1,500	26,459	8,207	1,500	26,459	8,207	1,500	26,459	36,291	5,588 81	1,666 40	7,255 21
Wool.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
All other goods and merchandise not enumerated.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
Bark.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
Barrels, empty.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56
Batkins.....	22	1	1	22	1	1	22	1	1	22	23	4 36	0 20	4 56

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APPENDIX A—Continued.  
 No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals—Continued.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total of Tons.	Amount of Tons. Up.	Amount of Tons. Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats.....												\$ cts.
Fire wood, in vessels.....	33,656						157,294		157,294	10,611 60		10,611 60
" in rafts.....		121,638										
Hoops.....												
Hop poles.....												
Lumber, sawn, in vessels.....	6,495						22,410		22,410	1,936 00		1,936 00
" in rafts.....		15,915										
Masts, spars, and telegraph poles, in vessels.....												
Masts, spars, and telegraph poles, in rafts.....												
Railway ties, in vessels.....		220					220		220	18 70		18 70
" in rafts.....												
Saw logs.....												
Staves and headings, barrel pipe.....												
" West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....												
Split posts and fence rails, in rafts.....	4,200						4,200		4,200	210 00		210 00
Timber, square, in vessels.....												
" in rafts.....		600							600	60 00		60 00
Traverses.....												
Woodenware and wood partly manufactured.....	89						89		89	35 60		35 60
Total through freight, heretofore paying tolls, now free.....	140,686	112,657			245,343		283,012	308,000	641,012	30,825 29	52,000 93	82,826 22



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## APPENDIX A—Continued.

No. (A.) 6.—GENERAL STATEMENT showing the Quantity of each Way Through Article transported on the St. Lawrence Canals and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	
Ashes, pot and pearl.....	5	.....	.....	.....	.....	.....	5	.....	5	.....	.....	.....
Apples.....	20	1,015	.....	.....	.....	.....	20	1,015	1,035	25	39 80	41 76
Agricultural products not enumerated, vegetables.....	264	193	.....	.....	.....	.....	264	193	457	13 22	7 88	21 10
Agricultural products not enumerated, animal.....	2,232	123	.....	.....	.....	.....	2,232	163	2,395	84 54	12 54	97 08
Barley.....	1,514	882	.....	2	.....	.....	1,514	882	2,396	6 05	2 30	8 35
Bricks.....	11,875	218	.....	.....	165	.....	12,040	218	12,258	49 82	22 06	71 87
Bones.....	22	7	.....	.....	.....	.....	22	7	29	463 56	8 21	471 76
Brimstone.....	2,187	.....	.....	.....	.....	.....	2,187	.....	2,187	0 86	0 53	1 39
Buckwheat.....	1,811	198	.....	.....	.....	.....	1,811	198	2,009	199 04	.....	199 04
Cement and water-lime.....	37,294	19,134	.....	.....	8,208	.....	46,502	19,134	64,636	130 74	7 53	138 27
Clay, lime and sand.....	5	.....	.....	.....	.....	.....	5	.....	17,564	1,776 77	723 18	2,499 96
Coal.....	1,421	16,855	.....	80	13,571	.....	1,491	23,884	24,805	0 30	1,033 07	1,033 37
Corn.....	83	181	.....	.....	6,529	.....	83	181	264	46 85	827 82	874 17
Cattle.....	53	52	.....	.....	.....	.....	53	52	105	3 96	11 87	15 83
Cotton (raw).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 84	2 60	9 44
Crockery and earthenware.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	.....	2 10
Dye wood and dye stuffs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 29	0 59	3 88
Fish.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flax and hemp.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour.....	1,415	2,457	.....	.....	.....	.....	1,415	2,457	3,872	90 55	93 36	183 91
Furniture.....	377	1,020	.....	.....	.....	.....	377	1,020	1,397	33 86	53 90	87 75
Gypsum.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glass (all kinds).....	214	72	.....	.....	.....	.....	214	72	286	28 04	3 60	31 64
Hay (pressed).....	3,632	3,126	.....	.....	.....	.....	3,632	3,126	6,757	139 04	149 57	288 61
Hops.....	68	4	.....	.....	.....	.....	68	4	72	2 67	0 24	2 91
Horses.....	526	827	.....	.....	.....	.....	526	827	1,353	23 90	39 47	63 37
Hides and skins, horns and hoofs.....	3	3	.....	.....	.....	.....	3	3	6	0 12	0 12	0 24
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



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Iron, railway	208	177	208	177	385	8 10	7 20	15 30
" pig	634	20	634	20	604	84 06	1 16	86 21
" all other	19,191	2,878	19,838	2,878	22,716	834 31	109 61	943 92
Iron ore	150	25	150	25	150	1 88	2 82	1 88
Kryolite	165	110	165	110	275	16 11	4 34	20 45
Lard and lard oil	55	157	55	157	192	4 91	8 46	13 37
Mead, all kinds	56	7	56	7	63	5 24	0 28	5 52
Meats, other than pork	12	12	12	12	12	0 60	0 05	0 60
Marble	6	1	6	1	7	1 14	1 19	1 19
Manilla	504	204	504	204	708	72 08	10 20	83 13
Molasses	882	414	882	414	1,236	149 60	42 70	192 30
Nails	567	2,123	567	2,123	2,590	16 25	67 69	83 84
Oats	317	252	317	252	569	51 60	12 60	64 20
Oil (in barrels)	8	8	8	8	8	0 60	0 60	0 60
Oil cake	40	964	40	964	1,004	1 50	24 31	25 81
Pease	121	119	121	119	240	4 60	8 11	12 71
Potatoes	202	92	202	92	294	19 14	3 60	22 74
Pork	149	66	149	66	215	23 64	3 30	26 94
Paint	142	22	1,191	22	1,213	75 25	1 10	76 35
Pitch and tar	144	4	144	4	148	10 02	0 30	10 32
Rags	2	2	2	2	2	0 07	0 07	0 07
Rye	215	250	215	250	465	8 07	6 25	14 32
Flaxseed	55	18	606	18	678	33 52	0 90	34 42
Rosin	3,898	209	4,204	209	4,413	330 71	8 68	339 34
Salt	232	30	232	30	232	8 71	1 50	8 71
Stone intended for cutting	78	30	78	30	108	3 90	1 50	5 40
" wrought	1,000	3,134	1,000	3,134	4,134	150 00	88 65	238 65
" stone not suitable for cutting, unwrought	1,247	13	1,247	13	1,260	49 77	0 51	50 28
Seeds, all kinds	76	33	77	33	110	3 35	2 39	5 74
Sheep	403	21	76	13	89	6 60	0 65	7 25
Soda ash	800	281	403	21	424	43 74	0 82	44 56
Steel	656	90	800	283	1,083	128 91	14 15	143 06
Sugar	124	5	656	90	746	118 61	4 50	123 11
Spirits, beer, &c.	10	1	1	1	1	0 10	0 10	0 10
Tobacco (raw)	124	5	124	5	129	17 25	0 25	17 50
Tallow	10	5	62	5	67	4 23	0 25	4 48
Tin	8,350	8,545	8,350	8,545	16,895	296 11	214 27	510 38
Turpentine	273	28	272	28	300	50 39	1 40	51 79
Wheat	58	13	58	13	71	11 02	6 65	11 67
White lead	1	1	1	1	1	0 10	0 10	0 10
Whiting	18,465	9,748	18,465	9,748	29,894	1,682 38	669 45	2,351 83
Wool	641	885	641	885	641	28 94	28 94	28 94
All other goods and merchandise not enumerated	911	885	911	885	1,796	15 49	26 28	43 77
Barrels, empty	641	885	641	885	641	28 94	28 94	28 94
Boat knees	911	885	911	885	911	15 49	26 28	43 77
Boats	911	885	911	885	911	15 49	26 28	43 77
Firewood, in vessels	911	885	911	885	911	15 49	26 28	43 77

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## APPENDIX A—Continued

No. (A.) 6.—GENERAL STATEMENT showing Quantity of each Way Through Article transported on the St. Lawrence Canals and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Firewood, in rafts.														
Hoops.	50								50		50	6 00		6 00
Hop poles.	56,624	4,034							56,624	4,034	60,658	1,461 75	104 99	1,566 74
Lumber, sawn, in vessels.	3,250	261							3,250	261	3,511	47 28	11 48	58 74
" rafts.														
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.		13,575								13,575	13,575		889 40	339 40
Railway ties, in vessels.		12								12	12		1 39	1 39
" rafts.														
Saw logs.														
Staves and headings, barrel pipe.														
" " West														
India.														
Staves, salt barrel.														
Shingles.														
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.	510	120							510	120	630	58 00	1 88	54 88
Timber, square, in vessels.	40	3,228							40	3,228	3,268	7 75	79 45	87 20
" rafts.														
Traverses.														
Woodenware and wood partly manufactured.	34	8							34	8	42	7 20	1 60	8 80
Total freight heretofore paying tolls, now free.	186,790	102,550	131	735	11,943	20,100	123,385	198,804			322,249	9,063 45	4,932 31	13,995 70



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## APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the amount of tolls heretofore collected now free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												\$ cts
Apples.		52								52	52	3 06
Agricultural products not enumerated, vegetables.		5								5	5	0 30
" " animal.	1								1		2,337	225 32
Agricultural implements.		7								7	7	1 06
Barley.												
Bricks.												
Bones.												
Brinstone.												
Buckwheat.												
Cement and water-lime.		273								273	273	26 09
Clay, lime and sand.		38,930								38,930	38,930	2,004 23
Coal.												
Corn.	1								1		520	43 19
Cattle.		520								520	520	
Cotton (raw).												
Crockery and earthenware.		4								4	4	0 40
Dye wood and dye stuffs.												
Fish.												
Flax.												
Flax and hemp.												
Flour.		97								97	97	9 24
Furniture.	1								1		79	9 77
Gypsum.												
Glass (all kinds).	1	19							1	19	20	2 27
Hay (pressed).	5	934							5	934	939	79 52
Hogs.		92								92	92	8 22
Horses.	2	203							2	203	205	13 35
Hides and skins, horns and hoofs.		9								9	9	0 35





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Total tolls on vessels.....	3,142 47
" " passengers.....	214 86
" " free goods.....	\$86 94
Total tolls.....	30,729 20
Fines.....	10 00
Wharfage.....	
Other receipts.....	
Total revenue exclusive of hydraulic rents.....	30,739 20

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*





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	40	1,067	40	1,667	1,707	86 02
Kryolite or chemical ore.....						4 75
Lard and lard oil.....	140		140			
Meat, all kinds.....						
Meat, other than pork.....						
Marble.....						
Manilla.....	80		80	2	82	2 87
Molasses.....	94		94		94	3 30
Nails.....						35 75
Oats.....	1,065			1,065	1,065	11 01
Oil (in barrels).....	146		146	59	7	0 24
Oil cake.....	7		7			0 11
Pease.....	2		2	3	3	2 37
Potatoes.....	65		65		67	0 71
Pork.....	19		19		19	1 90
Paint.....	49		49	1	50	
Pitch and tar.....	1		1	639	640	57 94
Rags.....						
Rye.....						
Flaxseed.....						
Roan.....						
Salt.....	437		437	2,133	2,133	279 61
Stone intended for cutting.....				340	777	51 94
" wrought.....				364	364	36 40
" not suitable for cutting, unwrought.....				179	179	17 90
Seeds, all kinds.....	39		39	3,390	3,390	219 70
Sheep.....	85		85	9	48	1 73
Soda ash.....				85	86	3 04
Steel.....	7		7		7	24
Sugar.....	218		218	3	221	7 63
Spirits, beer, &c.....	112		112		112	3 84
Tobacco (raw).....						
Tallow.....						
Tin.....						
Turpentine.....	11		11	148	148	14 80
Wheat.....					11	14 30
White lead.....						
Whiting.....	1		1		1	04
Wool.....						
All other goods and merchandise not enumerated.....	1,637		1,637	3,495	5,132	334 71
Bark.....						
Barrels, empty.....	12		12	99	111	4 58
Boat knees.....						
Floats.....						
Fire wood, in vessels.....	498		498	267,425	267,923	8,938 99
" rafts.....						
Hoops.....						
Hop poles.....						
Lumber, sawn, in vessels.....	343		343	165	98,761	5,625 82
" " rafts.....						

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No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chamby Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles, in vessels												
" " " rafts												
Railway ties, in vessels												
" " " rafts												
Saw-logs												
Staves and headings, barrel												
" " " pipe												
" " " West India												
Staves, salt barrel												
Shingles												
Split posts and fence rails, in vessels												
" " " rafts												
Timber square, in vessels												
" " " rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free.	6,681	11,345	372,571				108,342	370,252	119,687	498,939		25,347 93
Total tolls on vessels												4,764 77
" " passengers												76 48
Total toll.												30,189 18
Fines												
Other receipts												
Total revenue exclusive of hydraulic rents												30,189 18

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

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APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Tolls heretofore Collected, now Free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												\$ cts.
Apples.....	4	240							4	240	244	5 96
Agricultural products not enumerated, vegetables, "	26	19							26	19	45	1 27
annual.....	100	1,482							100	1,482	1,582	51 96
Agricultural implements.....	111	142							111	142	253	28 25
Barley.....		50								50	50	1 17
Bricks.....	367	421							367	421	778	20 75
Bones.....	1								1		1	0 03
Brims'one.....												
Buckwheat.....												
Cement and water-lime.....	123	549							123	549	672	25 59
Clay, lime and sand.....	11,290	8,446							11,290	8,446	19,736	464 35
Coal.....		212								9,990	9,990	361 62
Corn.....	7	197							7	197	204	4 94
Cattle.....	1								1		1	0 03
Cotton (raw).....												
Crockery and earthenware.....	4	31							4	31	35	3 15
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....	163	253							163	253	416	10 82
Flour.....	49	35							49	35	84	7 50
Furniture.....												
Gypsum.....	119	35							119	35	154	14 95
Glass (all kinds).....	831	20							831	20	851	20 90
Hay (pressed).....												
Hogs.....	3	2							3	2	5	0 17
Horses.....												0 12
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....	164								164		164	3 92
" pig.....	941	23							941	23	964	27 67
" all other.....												

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No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....		235								235	235	\$ 6 84
Kryolite or chemical ore.....		16							179	16	195	6 71
Lard and lard oil.....		21							21	130	151	3 58
Meals, all kinds.....		2							25	2	27	0 66
Meat, other than pork.....		3							3		3	0 26
Marble.....		1							10	1	11	0 96
Manilla.....		1							88	21	109	9 54
Molasses.....		88							673	13	686	71 78
Nails.....		13							71	1,155	1,226	49 73
Oats.....		20		51					308	158	466	41 29
Oil (in barrels).....		158										
Oil cake.....												
Pease.....												
Potatoes.....		4							63	4	67	1 66
Pork.....		6							77	6	83	2 00
Paint.....		11							78	11	89	9 10
Pitch and tar.....		83							59	85	144	12 91
Rags.....		31							19	31	50	4 39
Rye.....												
Flaxseed.....												
Roan.....												
Salt.....	2,418	304							2,418	304	2,722	69 02
Stone intended for cutting wrought.....		161								161	161	7 52
" " not suitable for cutting, unwrought.....												
Seeds, all kinds.....	23								23		23	0 54
Sheep.....												
Soda ash.....												
Steel.....	31								31		31	1 09
Sugar.....	553	161							553	161	714	76 75
Spirits, beer, &c.....	622	134							622	134	756	66 27
Tobacco (raw).....		2								2	2	0 06
Tallow.....												
Tin.....	17								17		17	1 59
Turpentine.....	13								13		13	1 14



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## APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl...												\$ cts.
Apples.....	131	1							131	1	132	1 32
Agricultural products not enumerated, vegetables.	444	4							444	4	448	4 48
" " animal	5								5		5	0 05
Agricultural implements ..	5								5		5	0 05
Barley.....												
Bricks.....	895								895		895	8 95
Bones.....	7								7		7	0 07
Brimstone.....												
Buckwheat.....												
Cement and water-lime.....	321	578							321	578	899	8 99
Clay, lime and sand.....	4	867							4	867	871	8 71
Coal.....	283	39,631							283	39,631	39,914	399 14
Corn.....	39								39		39	0 39
Cattle.....	2								2		2	0 02
Cotton (raw).....												
Crockery and earthenware.....	15								15		15	0 15
Dye wood and dye stuffs.....												
Fish.....	101	1,615							101	1,615	1,716	17 16
Flax and hemp.....												
Flour.....	1,358	102							1,358	102	1,460	14 60
Furniture.....	4	1							4	1	5	0 05
Gypsum.....												
Glass (all kinds).....	15								15		15	0 15
Hay (pressed).....	1,881	10							1,881	10	1,891	18 91
Hogs.....												
Horses.....	3								3		3	0 03
Hides and skins, horns and hoofs.....	6								6		6	0 06
Ice.....												
Iron, railway.....	25								25		25	0 25
" " pig.....	5								5		5	0 05
" " all other.....	158	226							158	226	384	3 84

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Iron ore .....	50	50	0 50	50	0 50
Kryolite .....					
Lard and lard oil .....					
Meal, all kinds .....	685	22	7 07	707	7 07
Meat, other than pork .....	143	11	1 54	154	1 54
Marble .....	2	2,307	23 09	2,309	23 09
Manilla .....	14	14	0 14	14	0 14
Molasses .....	390	25	4 15	415	4 15
Nails .....	34	34	0 34	34	0 34
Oats .....	1,851	17	18 63	1,868	18 63
Oil (in barrels) .....	220	63	2 83	283	2 83
Oil cake .....					
Pease .....	4	4	0 04	4	0 04
Potatoes .....	5,090		50 90	5,090	50 90
Pork .....	144		1 44	144	1 44
Paint .....	10		0 10	10	0 10
Pitch and tar .....	6		0 06	6	0 06
Rags .....	1	1	0 01	1	0 01
Rye .....					
Flaxseed .....					
Rosin .....	4	4	0 04	4	0 04
Salt .....	938		9 38	938	9 38
Stone intended for cutting .....	2	2	0 02	2	0 02
" wrought .....					
" not suitable for cutting, unwrought .....	3,699	3,699	36 99	3,699	36 99
Seeds, all kinds .....					
Sheep .....	1	1	0 01	1	0 01
Soda ash .....					
Steel .....					
Sugar .....	202	20	2 22	222	2 22
Spirits, beer, &c .....	68	15	0 83	83	0 83
Tobacco (raw) .....					
Tallow .....					
Tin .....	71	1	0 72	72	0 72
Turpentine .....					
Wheat .....					
White lead .....					
Whiting .....					
Wool .....	981	80	10 61	1,061	10 61
All other goods and merchandise not enumerated .....					
Bark .....					
Barrels, empty .....	37	16	0 53	53	0 53
Boat knees .....		217	2 17	217	2 17
Boat .....					
Floata .....		217	2 17	217	2 17
Firewood, in vessels .....					
" rafts .....	5	5	0 05	5	0 05
Hoops .....					
Hop poles .....					
Lumber, sawn, in vessels .....	9,319	84	94 08	9,403	94 08
" rafts .....					

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No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter Canal, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles, in vessels	15								15		15	\$ cts. 0 15
" " rafts												
Railway ties, in vessels												
" " rafts												
Saw logs		43								43	43	0 43
Staves and headings, barrel												
" " pipe												
" " West India												
Staves, salt barrel												
Shingles	368								368		368	3 68
Split posts and fence rails, in vessels												
" " rafts												
Timber, square, in vessels	310								310		310	3 10
" " rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free.	26,671	49,656							26,671	49,656	76,327	703 27
-Total tolls on vessels												1,895 43
Other receipts												\$2,658 70
Total receipts												

RICHARD DEVLIN,

Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.



SESSIONAL PAPER No. 20a

## APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												\$ cts.
Apples.												
Agricultural products not enumerated, vegetables.												
" " animal.	1	15							1	15	1	01
Agricultural implements										15	15	15
Barley	15								15		15	15
Bricks	72	258							72	258	330	4 06
Bones												
Brinestone												
Buckwheat												
Cement and water-lime		36								36	36	36
Clay, lime and sand												
Coal	8								8		8	08
Corn		7								7	7	07
Cattle												
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	70	1							70	1	71	91
Furniture		3								3	3	09
Gypsum												
Glasses, all kinds.												
Hay, pressed												
Hogs	188								188		188	1 88
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway.												

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No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, pig												\$ cts
" all other												
Iron ore												
Lard and lard oil												
Meal, all kinds		2								2	2	02
Meats, other than pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil (in barrels)												
Oil cake												
Pease	121								121		121	1 21
Potatoes	93								93		93	93
Pork												
Paint												
Pitch and tar												
Rags												
Rye	18								18		18	18
Roan												
Salt												
Stone intended for cutting												
" wrought												
" not suitable for cutting, unwrought												
Seeds, all kinds												
Sheep												
Soda ash												
Steel												
Sugar												
Spirits, beer, &c												
Tobacco (raw)												
Tallow												



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## APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.	15	222							15	222	237	4 52
Apples.	483	383							483	383	866	16 52
Agricultural products not enumerated, vegetables.	305	177							305	177	482	9 24
" " animal.	4	5							4	5	9	0 25
Agricultural implements.		94								94	94	1 77
Barley.	124								124	7	131	2 50
Bricks.												
Bones.												
Brinstone.												
Buckwheat.		1								1	1	0 02
Cement and water-lime.	12								12		12	0 22
Clay, lime and sand.												
Coal.	300	1,143							300	4,493	4,793	89 90
Corn.		51					3,350			51	51	1 02
Cattle.												
Cotton (raw).												
Crockery and earthenware.	210	157							210	157	367	9 25
Dry wood and dye stuffs.	10	10							10	10	20	0 51
Fish.	10	10							10	10	20	0 40
Flax and hemp.												
Flour.	34								34		34	0 68
Furniture.	334	274							334	274	608	15 45
Gypsum.												
Glass (all kinds).	459	260							459	260	719	17 94
Hay (pressed).												
Hogs.												
Horses.	8								8		8	0 16



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No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Articles transported on the Murray Canal, &amp;c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Floata.....												\$ cts.
Firewood, in vessels.....		450							1,029	450	1,479	12 33
" rafts..												
Hoops.....												
Hop poles.....												
Lumber, sawn, in vessels.....	58		1,487						1,545		1,545	17 45
" rafts.....												
Masts, spars and telegraph poles, in vessels.....												
" rafts.....												
Railway ties, in vessels.....												
" rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
" pipe.....												
" West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....			2						2		2	0 08
" rafts.....												
Timber, square, in vessels.....	248								248		248	15 65
" rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....	5								5		5	0 29
Total freight heretofore paying tolls, now free..	11,814	9,555	3,008				3,350		14,822	12,905	27,727	605 36
Total tolls on vessels.....												287 87
" passengers.....												880 79
Total revenue, exclusive of hydraulic rents.....												1,283 02

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.RICHARD DEVLIN,  
Compiler of Canal Statistics.

## SESSIONAL PAPER No. 20a

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal during the Season of Navigation in 1906.—Continued.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.	1,837						1,837		1,837	
Apples.	72						72		72	
Agricultural products not enumerated, vegetables.										
" " " " animal.										
Agricultural implements.	1,511	327					1,511	327	1,838	
Barley.		13,152						85,647	85,647	
Bricks.	26				20,606		1,002		1,002	
Bones.										
Brimstone.										
Buckwheat.	18,850	1,200	4,238				39,427	1,200	40,627	
Cement and water-lime.		1,900						1,900	1,900	
Clay, lime and sand.	9,909		779,735	2,950	424,975	12,000	1,223,061	14,950	1,238,011	
Coal.			8,442	1,716		2,352		4,068	4,068	
Corn.										
Cattle.	16						16		16	
Cotton (raw).	20						20		20	
Crockery and earthenware.	828						828		828	
Dye wood and dye stuffs.	20						20		20	
Fish.	10	806				41	10	847	857	
Flax and hemp.										
Flour.	393	90,066					2,449	268,106	271,057	
Furniture.	214			117		9,122	214		214	
Gypsum.										
Glass (all kinds).	2,020						2,620		2,620	
Hay (pressed).	1,180	2					1,231	2	1,233	
Hogs.										
Horses.	16	9					16	9	25	
Hides and skins, horns and hoofs.		12						39	39	
Ice.										
Iron, railway.	23,477	48,848	1,868	3,318	24,627		63,023	52,166	115,189	

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No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, pig.	14,797								14,797		17,797	
" all other.	7,211	138	480		7,130		2,732		17,503	138	17,641	
Copper ore.										8,976	8,976	
Iron ore.									18,250	2,929	20,179	
Kryolite or chemical ore.												
Lard and lard oil												
Meat, all kinds	103				5,066	2,697,946	13,154	145,325			2,947,616	
Meat, other than pork									103		103	
Marble.										15,534	15,534	
Manilla	40								40		40	
Molasses	1,766								1,766		1,766	
Nails	285								285		285	
Oats.	7,526	1,430	150						7,676	1,430	9,106	
Oil, in barrels	90	90,490			53,411		60		90	143,961	144,051	
Oil cake	675	80							675	80	755	
Pease												
Potatoes.	50								50		50	
Pork.												
Paint.	222								222		222	
Pitch and tar	256								256		256	
Rags												
Rye.					3,934					3,934	3,934	
Flax-seed		6,640			83,825		19,051			109,516	109,516	
Rosin.												
Salt.	655	1,060	100		10,574		1,400		12,729	1,080	13,809	
Stone intended for cutting.												
" wrought	20								20		20	
" not suitable for cutting, unwrought		75			1,280				1,280	75	1,355	
Seeds, all kinds.												
Sheep	1								1		1	
Soda ash	62								62		62	
Steel.	799								799		799	
Sugar.	3,899	20							3,999	20	4,019	
Spirits, beer, &c.	3,929								3,929		3,929	



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DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

**RICHARD DEVLIN,**  
*Compiler of Canal Statistics.*

7-8 EDWARD VII., A. 1908

## APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and the Amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	491,977	8,078 25	962,240	7,727 82	72,116	259 82
United States vessels, steam.....	621,397	9,313 17	190,305	1,546 56	227	3 75
Canadian vessels, sail.....	141,808	3,086 25	1,057,339	11,078 75	27,197	291 92
United States vessels, sail.....	30,418	658 25	107,813	1,345 60	305,184	4,209 28
Total, Class No. 1.....	1,285,600	21,135 92	2,317,697	21,698 73	404,724	4,764 77
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	1,468	146 15	107,813	6,311 83	4,203	76 48
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....			13,341	634 21	1,236	123 14
Brimstone.....			2,187	199 04		
Cement and water-lime.....	3	50	2,572	222 72	525	30 45
Clay, lime and sand.....	350	43 75	64,766	2,517 95	13,482	1,364 98
Fish.....			99	4 63		
Gypsum.....			9	1 35		
Iron, railway.....	3,747	616 60	7,872	1,138 35	533	39 63
" pig.....	1,968	379 75	4,266	627 01		
" all other.....	6,525	1,032 46	40,911	3,670 02	1,151	97 49
Steel.....	128	16 74	3,024	434 56	7	24
Salt.....	100	19 70	5,370	485 68	777	51 94
Stone, for cutting.....			232	8 71	364	36 40
Apples.....			4,162	510 81	1,384	98 81
Barley.....	31,446	3,144 60	6,793	511 57	5	17
Buckwheat.....			764	76 40		
Corn.....	211,805	21,180 50	27,924	1,211 81	24	1 03
Cotton (raw).....						
Flax and hemp.....			25	3 75		
Flour.....	18,294	3,634 95	5,553	437 35	945	31 92
Hay (pressed).....	181	27 15	7,804	445 66	13,912	715 79
Meals (all kinds).....	10,728	2,145 60	205	15 22	140	4 75
Oil cake.....			8	60	7	24
Oats.....	49,306	4,930 60	10,248	839 64	1,065	35 75
Pease.....	11	1 10	1,987	126 36	3	11
Potatoes.....			253	14 06	67	2 37
Rye.....	1,784	197 05	2	0 07		
Flaxseed.....	84,718	8,471 80	467	14 52		
Seeds (all kinds).....	24	3 90	1,360	65 28	48	1 73
Tobacco (raw).....						
Wheat.....	326,798	32,440 86	46,635	3,550 08	11	39
All other agricultural products, vegetables.....	22	3 35	3,347	454 60		
Bones.....			99	11 89		
Cattle.....			264	15 83	128	4 55
Hogs.....			72	2 91	13	0 46
Hides and skins, horns and hoofs.....	2	0 40	51	6 99	2	0 08
Horses.....			1,411	72 07	28	1 05
Lard and lard oil.....	4,812	962 40	502	54 24		
Meats (other than pork).....			128	15 27		
Pork.....	28	53 60	309	24 73	19	0 71
Sheep.....			110	5 74	85	3 04
Tallow.....	80	12 00	1	15		
Wool.....	89	17 80	1	0 10		
All other agricultural products, animal.....			6,431	703 98	211	17 28
Total, class No. 3.....	753,189	79,337 16	271,565	19,136 51	36,172	2,664 50

## SESSIONAL PAPER No. 20a

A—Continued.

of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Murray Canals.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.		Sault Ste. Marie Canals.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
221,401	249 25	116,280	964 99	167,539	1,588 84	26,450	529 03	75,629	492 26	1,834,352
363	2 50	147	2 40	992	24 15	477	9 54			4,140,843
12,379	35 87	118,899	1,511 78	33,763	641 55	67,790	1,366 86	5,171	31 00	124,900
29	0 25	27,519	663 30	5,235	117 03					259,029
234,172	287 87	262,845	3,142 47	207,529	2,371 57	94,717	1,895 43	80,800	523 26	6,359,124
No.		No.		No.		No.		No.		No.
32,039	389 79	17,600	214 66	27,917	760 44	.....	.....	33,176	262 19	32,284
Tons.		Tons.		Tons.		Tons.		Tons.		
131	2 50			778	20 75	895	8 95	330	4 05	1,002
12	0 22	273	26 09	672	25 59	899	8 99	36	0 36	40,627
20	0 40	38,930	2,004 23	19,736	464 35	871	8 71			2,060
						1,716	17 16			857
694	12 64					25	0 25			115,189
280	5 40			164	3 92	5	0 05			14,797
1,639	31 01	46	3 12	964	27 67	384	3 84			17,641
643	12 19			31	1 09					799
409	7 79			2,722	69 02	938	9 38			13,409
				161	7 52	2	0 02			
237	4 52	52	3 06	244	5 96	132	1 32			1,837
94	1 77			50	1 17			15	0 15	85,647
1	0 02									
51	1 02			204	4 94	39	0 39	7	0 07	4,068
										20
34	0 68	97	9 24	416	10 82	1,460	14 60	71	0 91	271,057
		939	79 52	851	20 30	1,891	18 91			1,233
		5	0 49	151	3 58	707	7 07	2	0 02	15,534
										80
12	0 23	1,510	144 11	1,223	49 73	1,868	18 68			144,051
						4	0 04	121	1 21	
15	0 28	218	13 20	67	1 66	5,090	50 90	93	0 93	10
								18	0 18	3,934
										109,516
				23	0 54					
				2	0 06					
27	0 54			896	20 94			695	6 95	1,031,679
866	16 52	5	0 30	45	1 27	448	4 48			72
				1	0 03	7	0 07			
		521	43 19	1	0 03	2	0 02			16
		92	8 22					188	1 88	
10	0 20	9	0 93	4	0 12	6	0 06			39
8	0 16	205	13 35	5	0 17	3	0 03			25
103	2 05	3	0 30	195	6 71					103
138	2 72			27	0 66	154	1 54			
6	0 12	5	0 38	83	2 00	144	1 44			
		343	32 75			1	0 01			2
										3,219
482	9 24	2,338	225 32	1,582	51 96	5	0 05	1	0 01	7
5,912	112 22	45,591	2,607 80	31,301	802 56	17,696	176 96	1,577	17 72	1,878,870

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## APPENDIX

No. (A) 11.—STATEMENT of Traffic on the undermentioned Canals and the amount

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>						
Ashes, pot and pearl.....	42	8 40	12	1 65		
Agricultural implements.....	1,682	277 00	115	10 92	121	4 39
Crockery and earthenware.....	48	7 20	871	163 04	43	3 64
Dry woods and dry stuffs.....			22	2 10	14	1 40
Furniture.....	31	5 00	3,746	558 30	45	1 57
Glass (all kinds).....	335	50 80	4,722	918 84	11	39
Marble.....	122	18 30	91	16 40		
Manilla.....	46	6 90	94	18 59		
Molasses.....	50	7 50	850	111 39	82	2 87
Nails.....	2,930	440 05	7,502	1,427 50	94	3 30
Oil (in barrels).....	24,193	4,835 40	2,011	352 56	205	11 01
Paint.....	130	19 55	1,545	293 42	50	1 90
Pitch and tar.....	99	14 85	1,405	114 64	640	57 94
Rags.....			242	29 12		
Rosin.....			678	34 42	2,133	279 61
Soda ash.....	55	9 75	821	153 65		
Sugar.....						
Stone (wrought).....	19,466	2,950 12	16,958	3,317 91	221	7 63
Tin.....			109	5 60	179	17 90
Turpentine.....	2 82	42 30	4,194	830 50		
White lead.....			221	35 28	148	14 80
Whiting.....	36	5 46	1,153	222 35		
Whiskey and all other spirits.....			702	137 77	1	0 04
Merchandise (not enumerated).....	2,216	331 60	2,402	454 31	112	3 84
	54,719	8,345 83	66,185	9,607 04	5,132	334 71
Total, class No. 4.....	106,482	17,425 95	116,651	10,817 30	9,231	746 94
<i>Class No. 5.</i>						
Bark.....						
Barrels (empty).....	3	0 41	664	33 50	111	4 58
Boat knees.....						
Floats.....	10	0 50				
Fire wood (in vessels).....	4,623	280 20	109,090	10,655 37	267,923	8,938 99
" (in rafts).....						
Lumber sawn (in vessels).....	69,955	12,464 33	83,068	3,502 74	98,926	5,625 82
" (in rafts).....			3,511	58 74		
Hoops.....						
Railway ties (in vessels).....	2,410	291 69	220	18 70	213	17 00
" (in rafts).....			12	1 39		
Masts, spars and telegraph poles (in vessels).....	4	0 25				
Masts, spars and telegraph poles (in rafts).....			13,575	339 40		
Square timber (in vessels).....	11,500	1,725 00	4,830	264 88	337	27 92
" (in rafts).....			3,868	147 20	425	34 00
Woodenware and wood partly manufactured.....	95	38 00	131	44 40	1	0 10
Shingles.....	53	36 68			650	13 28
Split posts and fence rails (in vessels).....						
" (in rafts).....						
Saw logs.....	200	14 04				
Staves and headings (barrel).....						
" " (pipe).....						
" " (West India).....						
" " (salt barrel).....	1,500	240 00				
Traverses.....						
Hop poles.....			50	6 00		
Total, class No. 5.....	90,353	15,091 10	269,019	15,072 32	368,586	14,661 69

**A—Continued.**

of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Murray Canal.		Ottawa Canal.		Rideau Canal.		St. Peters Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
9	0 25	7	1 06	253	28 25	5	0 05	15	0 15	1,888
367	9 25	4	0 40	35	3 15	15	0 15			828
20	0 51									20
608	15 45	80	9 77	84	7 50	5	0 05	3	0 09	214
719	17 94	20	2 27	154	14 35	15	0 15			2,620
10	0 26			3	0 26	2,309	23 09			40
				11	0 96	14	0 14			1,766
138	3 44	4	0 58	109	9 54	415	4 15			295
483	12 18	1	0 19	686	71 78	34	0 34			9,106
863	21 37	3	0 57	466	41 29	283	2 83			675
528	13 37			89	9 10	10	0 10			232
17	0 43	24	46 93	144	12 91	6	0 06			256
48	1 23	40	7 60	50	4 39	1	0 01			
						4	0 04			
										62
1,201	30 17			714	76 75	222	2 22			4,019
300	3 75									20
48	1 24			17	1 59	72	0 72			1,190
162	4 14			13	1 14					20
335	8 50			277	30 86					245
179	4 54			52	4 53					324
461	11 64	11	2 09	756	66 27	83	0 83			3,929
6,696	167 12	5,044	672 01	5,231	513 05	1,061	10 61	247	7 41	310,321
13,092	326 78	5,461	749 47	9,144	897 67	4,554	45 54	265	7 65	338,010
1	0 03	98	17 18	59	0 12	53	0 53			8
					7 24					101
		17,330	148 13					3,663	48 90	
1,479	12 33	12,744	486 73	4,422	96 52	217	2 17	8,404	88 21	9,231
		1,740	14 50							
1,545	17 45	298,758	22,738 25	26,172	1,415 63	9,408	94 03	1,815	55 03	55,615
		1,053	11 45							
		8	0 67			5	0 05			89
		2,400	521 45	365	10 50					
		32	2 67							
				10	0 27	15	0 15			
248	15 65	33	25 98			310	3 10			1,185
		2,470	47 79					525	10 50	1,327
										10
5	0 29			323	70 77	368	3 68	37	1 07	15,221
2	0 08			2	0 16					
				131	3 00	43	0 43	12,116	107 78	78,439
								60	1 20	35
3,280	45 83	336,666	24,011 80	31,489	1,604 21	10,414	104 14	26,645	313 67	161,231

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## No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals and the amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>						
Coal.....	147,587	29,517 40	301,717	43,552 50	62,954	6,123 07
Kryolite or chemical ore.....			25	2 82	1,707	86 02
Copper ore.....						
Iron ore.....	5,882	293 10	150	1 88	16,909	846 01
Stone (unwrought, not suitable for cutting).....	113	5 63	4,134	238 65	3,380	219 70
Ice.....	1,590	79 50				
Total, special class.....	155,152	29,895 65	306,026	43,795 85	84,950	7,274 80
Total freight and tolls.....	1,105,176	163,031 93	963,261	124,832 54	498,939	30,189 18
Timber and other wood, free.....	57,218	4,026 60	3,100	408 00		
Wheat, corn, flour, iron, salt, coal &c., free.....	39,573	5,935 95	669,756	67,387 84		
Grand totals (passengers and tonnage of vessels not included.)..	1,201,967	172,994 48	1,636,117	192,628 38	498,939	30,189 81

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

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of Tolls heretofore collected, now free, during the Season of Navigation of 1906.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peters Canal.		Trent Valley Canal.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
4,793	89 90			9,990	381 62	39,914	399 14	8	0 08	1,238,011
				235	6 84	50	0 50			8,976
100	5 00									2,947,616
60	1 13					3,699	36 99			1,325
490	24 50									
5,443	120 53			10,225	388 46	43,663	436 63	8	0 08	4,185,928
27,727	1,283 02	387,718	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039
		9,697								
27,727	1,283 02	397,415	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039

RICHARD DEVLIN,  
*Compiler of Railway Statistics.*

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## SUPPLEMENTARY

No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the description of property passed through and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds.....	1,250,028	20,935 96	2,317,697	21,698 73	404,724	4,764 77
Passengers.....	No. 1,468	146 15	No. 107,813	6,311 83	No. 4,203	76 48
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat knees.....						
Floats.....	10	0 10				
".....Free.						
Firewood.....	4,623	280 20	159,090	10,655 37	267,923	8,938 99
".....Free.	54,906					
Hoops and hop poles.....			50	6 00		
Lumber, sawed.....	69,955	12,464 33	86,579	3,561 48	98,926	5,625 82
".....Free.	2,307		100			
Masts, spars, &c.....	4	0 25	13,575	339 40		
Railway ties.....	2,410	291 69	232	20 09	213	17 00
".....Free.						
Saw logs.....	260	14 04				
Staves, all kinds.....	1,500	240 00				
".....Free.			1,500			
Shingles.....	53	36 68			650	13 28
Split posts and rails.....						
Timber, square.....	11,500	1,725 00	8,698	412 08	762	61 92
".....Free.			1,500			
Traverses.....						
Total.....	147,468	15,052 69	271,324	14,994 42	368,474	14,657 01
<i>Farm Stock.</i>						
Cattle.....			264	15 83	128	4 55
Hogs.....			72	2 91	13	0 46
Horses.....			1,411	72 07	28	1 06
Sheep.....			110	5 74	85	3 04
Total.....			1,857	96 55	254	9 10
<i>Produce of Animals.</i>						
Bones.....			99	11 89		
Horns and hoofs, hides and skins (raw)	2	0 40	51	6 99	2	0 08
".....Free.			2			
Lard and lard oil.....	4,812	962 40	502	54 24		
".....Free.	20		4,810			
Meats, other than pork.....			128	15 27		
Pork.....	268	53 60	309	24 73	19	71
Tallow.....	80	12 00	1	0 15		
Wool.....	89	17 80	1	0 10		
Agricultural products not enumerated (animal).....			6,431	703 18	211	17 28
Total.....	5,271	1,046 20	12,334	817 35	232	18 07



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## APPENDIX A—Continued.

Season of Navigation ended December 31, 1906, showing the total quantity of each the amount of Tolls (now free) collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
234,172	287 87	262,845	3,142 47	207,529	2,371 57	94,717	1,895 43	80,800	523 26	6,359,124
No. 32,089	389 79	No. 17,600	214 66	No. 27,917	760 44	No. .....	.....	No. 32,176	262 19	No. 32,294
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
.....		.....		.....		.....		.....		.....
.....		17,330	148 13	.....		.....		3,663	48 90	.....
.....		8,040	.....	.....		.....		.....		.....
1,479	12 33	14,484	501 23	4,422	96 52	217	2 17	8,404	88 21	9,231
.....		8	0 67	.....		.....		0 05		89
1,545	17 45	290,811	22,749 70	26,172	1,415 63	9,403	94 03	1,815	55 03	55,615
.....		25	.....	.....		.....		.....		.....
.....		2,432	524 12	10	0 27	15	0 15	.....		1,155
.....		32	.....	365	10 50	.....		25	1 00	.....
.....		.....	.....	131	3 00	43	0 43	12,116	107 76	78,439
.....		.....	.....	.....		.....		60	1 20	36
.....		.....	.....	323	70 77	368	3 08	37	1 07	15,221
2	0 08	.....	.....	2	0 16	.....		.....		.....
218	15 65	2,503	73 77	.....		310	3 10	525	10 50	1,337
.....		1,600	.....	.....		.....		.....		.....
3,274	45 51	340,265	23,197 62	31,430	1,596 97	10,361	103 61	26,645	313 67	161,130
.....		.....	.....	.....		.....		.....		.....
.....		521	43 19	1	0 03	2	0 02	.....		16
.....		92	8 22	.....		.....		188	1 88	.....
8	16	205	13 35	5	0 17	3	0 03	.....		25
.....		343	32 75	.....		1	0 01	.....		2
8	16	1,161	97 51	6	0 20	6	0 06	188	1 88	43
.....		.....	.....	.....		.....		.....		.....
.....		.....	.....	1	0 03	7	0 07	.....		.....
10	0 20	9	0 93	4	0 12	6	0 06	.....		39
103	2 06	3	0 30	195	6 71	.....		.....		103
.....		.....	.....	.....		.....		.....		.....
188	2 72	.....	.....	27	0 66	154	1 54	.....		.....
6	0 12	5	0 38	83	2 00	144	1 44	.....		.....
.....		.....	.....	.....		.....		.....		.....
.....		.....	.....	.....		.....		.....		3,219
492	9 24	2,338	225 32	1,582	51 96	5	0 05	1	0 01	7
739	14 33	2,355	226 93	1,892	61 48	316	3 16	1	0 01	3,368

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## SUPPLEMENTARY

## No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated (vegetable).....	22	3 35	3,347	454 60		
Apples.....			4,162	510 81	1,384	98 81
Barley.....	31,446	3,144 60	6,793	511 57	5	17
".....Free.			21,196			
Buckwheat.....			764	76 40		
Cotton, raw.....						
Corn.....	211,805	21,180 50	27,924	1,211 81	24	1 08
".....Free.			55,559			
Flax and hemp.....			25	3 75		
Flour.....	18,294	3,634 95	5,563	437 35	945	31 92
".....Free.			9,174			
Hay, pressed.....	181	27 15	7,804	445 66	13,912	715 79
Meals, all kinds.....	10,728	2,145 60	205	15 22	140	4 75
".....Free.			60			
Manilla.....	46	6 90	94	18 59		
".....Free.						
Oats.....	49,306	4,930 60	10,248	839 64	1,065	35 75
".....Free.			37,164			
Pease.....	11	1 10	1,987	126 36	3	0 11
Potatoes.....			263	14 66	67	2 37
Rye.....	1,784	197 05	2	0 07		
".....Free.			1,405			
Seeds—flax, clover and grass.....	84,742	8,475 70	1,827	79 80	48	1 73
".....Free.			80,570			
Tobacco, raw.....						
Wheat.....	326,798	32,440 86	46,635	3,550 08	11	0 39
".....Free.			289,611			
Total.....	735,217	76,188 36	612,372	8,296 37	17,604	892 82
<i>Manufactures.</i>						
Ashes, pot and pearl.....	42	8 40	12	1 65		
Agricultural implements.....	1,682	277 00	115	10 92	121	4 39
".....Free.						
Barrels, empty.....	3	0 41	664	33 50	111	4 58
Bricks.....			13,341	634 21	1,236	123 14
Cement and water lime.....	3	0 50	2,572	222 72	525	30 45
".....Free.						
Crockery and earthenware.....	88					
".....Free.			871	163 04	43	3 64
Furniture.....	294	7 20				
".....Free.			8,746	558 30	45	1 67
".....	31	5 00				
".....Free.			6			
Glass of all kinds.....	335	50 80	4,722	918 84	11	0 39
".....Free.			11			
Iron, railway.....	2,519					
".....Free.			7,872	1,138 35	538	39 63
" pig.....	3,747	616 60				
".....Free.			7,289			
" all other.....	1,963	379 75	4,266	627 01		
".....Free.						
Molasses.....	680					
".....Free.			40,911	3,670 02	1,151	97 49
Nails.....	6,525	1,032 46	269			
".....Free.			850	111 39	82	2 87
Oil.....	8,235		7,502	1,427 50	94	3 30
".....Free.						
Oil cake.....	4,011					
".....Free.			2,011	352 56	205	11 01
".....	24,193	4,835 40	18,995			
".....Free.			8	0 60	7	0 24

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## APPENDIX A—Continued.

Canals and the amount of Tolls collected, &amp;c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.
866	16 52	5	0 30	45	1 27	448	4 48			72
237	4 52	52	3 06	244	5 96	132	1 32			1,837
94	1 77			50	1 17			15	0 15	86,547
1	0 02									20
51	1 02			204	4 94	39	0 39	7	0 07	4,068
34	0 68	97	9 24	416	10 82	1,460	14 60	71	0 91	271,057
		989	79 52	851	20 30	1,891	18 91			1,233
		5	0 49	151	3 58	707	7 07	2	0 02	15,534
				11	0 96	14	0 14			1,766
12	0 23	1,510	144 11	1,226	49 73	1,868	18 68			144,051
						4	0 04	121	1 21	
15	0 28	218	13 20	67	1 66	5,090	50 90	93	0 93	50
								18	0 18	3,934
				23	0 54					109,516
				2	0 06					
27	0 54			896	20 94			695	6 95	1,031,679
1,337	25 58	2,826	249 92	4,186	121 93	11,653	116 53	1,022	10 42	1,670,364
9	0 25	7	1 06	253	28 25	5	0 05	15	0 15	1,838
1	0 08	98	17 18	59	7 24	53	0 53			101
131	2 50			778	20 75	895	8 95	330	4 05	1,002
12	0 22	273	26 09	672	25 59	899	8 99	36	0 36	40,627
367	9 25	4	0 40	35	3 15	15	0 15			828
608	15 45	80	9 77	84	7 50	5	0 05	3	0 09	214
719	17 94	20	2 27	154	14 35	15	0 15			2,620
694	12 64					25	0 25			115,189
280	5 40			161	3 92	5	0 05			14,797
1,639	31 01	46	3 12	964	27 67	384	3 84			17,641
138	3 44	4	0 58	109	9 54	415	4 15			295
483	12 18	1	0 19	686	71 78	34	0 34			9,106
863	21 37	3	0 57	466	41 29	283	2 83			675
										80

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## SUPPLEMENTARY

## No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>		\$ cts.		\$ cts.		\$ cts.
Paint.....	196	19 55	1,545	293 42	50	1 90
".....Free.	412					
Pitch and tar.....	99	14 85	1,405	114 64	640	57 94
".....Free.	239					
Rosin.....			678	34 42	2,133	279 61
Soda ash.....	55	9 75	821	153 65		
".....Free.	310		72			
Spirits, whiskey, &c.....	2,216	381 60	2,402	454 31	112	3 84
".....Free.	483		614			
Steel.....	128	16 74	3,024	434 56	7	0 24
".....Free.	111					
Sugar.....	19,466	2,950 12	16,958	3,317 91	221	7 63
".....Free.	1,153					
Tin.....	252	42 30	4,194	830 50		
".....Free.	1,365					
White lead.....	36	5 40	1,153	222 35		
".....Free.	304					
Turpentine.....			221	35 28	148	14 80
Whiting.....			702	137 77	1	0 04
".....Free.	93					
Woodenware.....	95	38 00	131	44 40	1	0 10
".....Free.	5					
<b>Total.....</b>	<b>91,809</b>	<b>11,139 38</b>	<b>142,644</b>	<b>15,943 82</b>	<b>7,477</b>	<b>688 80</b>
<i>Merchandise.</i>						
Brimstone (crude).....			2,187	199 04		
Clay, lime and sand.....	350	43 75	64,756	2,517 95	13,482	1,364 98
Coal.....	147,587	29,517 40	301,717	43,552 50	62,954	6,123 07
".....Free.			149,697			
Dye woods and dye stuffs.....			22	2 10	14	1 40
Fish.....			99	4 63		
Gypsum.....			9	1 35		
Ores (all kinds).....	5,862	293 10	175	4 70	18,616	932 03
Marble.....	122	18 30	91	16 40		
".....Free.	35					
Rags.....			242	29 12		
Salt.....	100	19 70	5,370	435 68	777	51 94
".....Free.	17		75			
Stone (all kinds).....	113	5 65	4,475	262 96	3,923	274 00
All other goods and merchandise (not enumerated).....	56,309	8,425 33	66,185	9,607 04	5,132	334 71
".....Free.	11,707		466			
<b>Total.....</b>	<b>222,202</b>	<b>38,323 23</b>	<b>595,566</b>	<b>56,673 47</b>	<b>104,898</b>	<b>9,082 13</b>
Grand totals (passengers and tonnage of vessels not included).....	1,201,967	163,031 83	1,636,117	124,832 54	498,939	30,189 18

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

## APPENDIX A—Continued.

Canals and the amount of Tolls collected, &amp;c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.
528	13 37			89	9 10	10	0 10			222
17	0 43	247	46 93	144	13 91	6	0 06			256
						4	0 04			62
461	11 64	11	2 09	756	66 27	83	0 83			3,929
643	12 19			31	1 09					799
1,201	39 17			714	76 75	222	2 22			4,019
48	1 24			17	1 59	72	6 72			1,190
335	8 50			277	30 86					246
162	4 14			13	1 14					20
179	4 54			52	4 53					324
5	0 29									
9,523	218 19	794	110 25	6,517	465 27	3,430	34 30	384	4 65	216,079
4,793	89 90	38,930	2,004 23	19,776	464 35	871	8 71			2,006
				9,990	381 62	39,914	399 14	8	0 08	1,238,011
20	0 51									20
20	0 40					1,716	17 16			837
100	5 00			235	6 84	50	0 50			2,356,592
10	0 26			3	0 26	2,309	23 09			40
48	1 23	40	7 60	50	4 39	1	0 01			
409	7 79			2,722	69 62	938	9 33			13,809
260	4 88			161	7 52	3,701	37 01			1,345
7,186	167 12	5,044	678 01	5,231	513 05	1,061	10 61	247	7 41	310,321
12,846	301 59	44,014	2,689 84	38,123	1,447 05	50,561	505 61	255	7 49	4,523,055
27,727	1,283 02	397,415	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

7-8 EDWARD VII., A. 1908

## APPENDIX A.—Continued.

No. 16.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended December 31, 1906.

Canal and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>WELLAND CANAL.</b>											
**Chippewa.....		6,516 21	18,176 91	15,245 10	17,744 69	19,044 53	16,406 91	19,834 29	16,354 73	2,925 52	132,248 89
Colborne.....		1,899 06	3,067 69	4,085 71	3,097 73	4,436 72	4,116 91	3,683 84	4,927 92	1,807 46	30,763 04
Dalhousie.....											
**Dunnville.....											
**St. Catharines.....											
Total Welland Canal.....		8,415 27	21,244 60	19,340 81	20,842 43	23,481 25	20,523 82	23,518 13	21,282 65	4,232 98	163,031 93
<b>ST. LAWRENCE CANALS.</b>											
Soulanges.....		30 00	179 27	301 18	169 31	460 70	186 46	58 40	61 47	3 29	1,450 08
Cardinal.....		16 20	147 62	297 49	487 84	320 47	263 65	205 38	441 22	71 43	2,260 80
Cornwall.....		568 28	3,840 73	7,118 26	7,716 52	6,947 39	6,781 67	6,418 55	5,948 55	26 95	45,386 90
Kingston.....		403 09	1,357 54	1,923 62	2,103 06	1,175 49	2,062 41	1,618 16	2,765 96	.....	13,389 37
Lachine.....			711 14	960 89	647 73	925 45	638 57	466 72	339 16	9 90	4,689 56
Montreal.....		265 45	6,366 41	8,268 84	9,239 38	9,396 83	8,426 57	8,466 56	7,020 00	205 77	57,705 83
Total St. Lawrence Canal.....		1,343 02	12,632 76	18,890 28	20,363 34	19,226 33	18,369 33	17,123 79	16,576 35	317 34	124,832 54
<b>CHAMBLY CANAL.</b>											
Chamby Canal.....		0 77	970 84	1,990 39	3,150 37	3,375 91	2,482 13	3,209 98	1,791 47	.....	16,971 86
St. John's.....			1,695 60	2,441 70	2,165 47	1,651 79	1,500 22	2,059 22	746 95	.....	12,353 95
St. Ours.....		26 78	91 06	102 57	145 40	128 73	116 45	169 63	86 76	.....	866 37
Total Chamby Canal.....		27 55	2,757 49	4,534 66	5,461 24	5,156 43	4,187 80	5,438 83	2,625 18	.....	30,189 18
<b>OTTAWA CANALS.</b>											
Ottawa.....		728 52	3,047 75	3,181 52	3,176 14	2,278 11	2,109 58	2,029 57	1,236 75	.....	17,786 94
Carleton.....			1 04	1 47	34 54	3 09	10 57	0 99	1 01	.....	53 71
Greenville.....			1,306 19	1,154 66	1,507 15	2,436 13	1,346 06	1,360 40	574 75	.....	9,686 25
St. Anne's.....		8 75	340 17	375 11	642 66	641 74	572 58	422 03	250 26	.....	3,283 30
Total Ottawa Canals.....		737 27	4,696 15	4,662 76	5,359 49	5,369 07	4,039 69	3,812 99	2,062 76	.....	30,729 20

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<b>RIDEAU CANAL.</b>											
Kington Mills.....	111 05	124 76	188 74	305 47	258 92	161 29	61 01	.....	1 211 24		
Ottawa.....	430 08	487 59	416 32	645 41	598 99	496 47	568 87	.....	3,677 87		
Smith's Falls.....	133 60	286 86	447 58	519 07	311 40	180 86	56 94	.....	1,986 80		
Total Rideau Canal.....	683 73	899 20	1,052 64	1,409 95	1,164 31	838 62	684 82	.....	6,894 91		
<b>St. Peter's CANAL.</b>											
St. Peter's.....	283 33	324 20	398 45	377 98	377 88	375 75	839 84	179 08	2,658 70		
<b>TRENT VALLEY CANALS.</b>											
Bobcaygeon.....	23 90	52 69	50 79	88 89	31 83	.....	.....	.....	243 10		
Buckhorn.....	3 80	14 58	43 17	25 43	9 79	8 40	.....	.....	106 17		
Peterborough.....	29 60	64 85	102 85	111 30	57 10	44 60	20 90	.....	433 65		
Burleigh.....	6 38	39 07	35 48	28 40	19 28	44 19	20 80	.....	193 60		
Hastings.....	1 25	8 10	8 60	6 50	0 50	.....	0 75	.....	25 70		
Fenelon Falls.....	12 20	10 75	25 35	24 80	11 50	22 25	16 50	.....	123 35		
Total Trent Valley Canals.....	77 13	190 04	266 24	279 32	130 00	119 44	58 95	.....	1,123 57		
<b>MURRAY CANAL.</b>											
Brighton.....	71 79	166 44	241 95	329 06	163 53	123 85	118 10	1 10	1,283 02		
Grand total.....	10,691 09	49,008 39	53,915 77	55,679 34	48,946 96	51,501 40	43,738 87	4,723 45	380,673 05		

\*These offices have been ordered closed.

\*\*No business done during year 1906.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

RICHARD DEVLIN,  
Compiler of Canal Statistics.

7-8 EDWARD VII., A. 1908

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of  
31st, 1906, and the amount of

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
WELLAND CANAL.					
Canadian vessels, steam.....	617	161,914	182,870	65,203	573
" sail.....	249	39,502	38,337	26,142	.....
Total, Canadian.....	866	201,416	221,207	91,345	573
United States vessels, steam.....	602	.....	.....	58,732	7,666
" sail.....	69	.....	.....	2,870	7,270
Total United States.....	670	.....	.....	91,602	14,936
Grand total, Welland Canal.....	1,536	201,416	221,207	182,947	15,509
ST. LAWRENCE CANALS.					
Canadian vessels, steam.....	4,051	476,150	424,649	23,062	90
" sail.....	4,162	546,372	449,104	27,291	.....
Total, Canadian.....	8,213	1,022,522	873,753	50,353	90
United States vessels, steam.....	869	6,651	4,568	83,626	151
" sail.....	389	3,295	6,080	33,933	532
Total United States.....	1,258	9,946	10,648	117,559	683
Grand total, St. Lawrence Canals. ....	9,471	1,032,468	884,401	167,912	773
CHAMBLY CANAL.					
Canadian vessels, steam. ....	438	35,578	36,529	3	.....
" sail.....	363	6,394	7,034	5,826	.....
Total, Canadian.....	801	41,972	43,563	5,829	.....
United States vessels, steam.....	10	48	.....	.....	.....
" sail.....	3,079	.....	970	137,615	.....
Total United States. ....	3,089	48	970	137,615	.....
Grand total, Chamblly Canal.....	3,890	42,020	44,533	143,444	.....
OTTAWA CANAL.					
Canadian vessels, steam.....	922	32,825	83,121	.....	334
" sail.....	1,000	6,848	109,557	.....	2,494
Total, Canadian.....	1,922	39,673	192,678	.....	2,828
United States vessels, steam.....	7	.....	52	.....	95
" sail.....	278	1,599	584	.....	23,783
Total United States.....	285	1,599	636	.....	23,878
Grand total, Ottawa Canal.....	2,207	41,272	193,314	.....	26,706
RIDEAU CANAL.					
Canadian vessels, steam.....	3,963	79,798	74,350	4,297	.....
" sail.....	1,658	16,363	16,226	629	.....
Total, Canadian.....	5,621	96,161	94,576	4,926	.....



## SESSIONAL PAPER No. 20a

Vessels passed through all the Canals during the Season of Navigation ended December  
Tolls heretofore collected, now free.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							\$ cts.
1,829	157	3,427	51,562	232,373	235,162	467,535	7,964 96
341	.....	975	30,044	66,960	68,381	135,341	3,046 25
2,170	157	4,402	81,606	299,333	303,543	602,876	11,015 61
213,049	203,156	7,658	99,309	309,479	310,131	619,610	9,299 96
1,041	2,590	5,880	7,901	9,791	17,751	27,542	620 39
214,130	205,736	13,538	107,210	319,270	327,882	647,152	9,920 35
216,304	205,893	17,940	188,816	618,603	631,425	1,250,028	20,935 96
.....	.....	.....	36,289	499,212	463,028	962,240	7,727 82
.....	.....	.....	34,572	573,663	483,676	1,057,339	11,078 75
.....	.....	.....	72,861	1,072,875	946,704	2,019,579	18,806 57
5,996	6,829	9	82,475	96,282	94,023	190,305	1,546 56
72	36	15,697	48,168	52,997	54,816	107,813	1,345 60
6,068	6,865	15,706	130,643	149,279	148,839	298,118	2,892 16
6,068	6,865	15,706	203,504	1,222,164	1,096,543	2,317,697	21,698 73
.....	.....	.....	6	35,581	36,537	72,116	259 82
.....	.....	.....	7,943	12,220	14,977	27,197	291 92
.....	.....	.....	7,949	47,801	51,512	99,313	551 74
.....	.....	.....	179	48	179	227	3 75
.....	.....	.....	166,699	137,615	167,569	305,184	4,209 28
.....	.....	.....	166,778	137,663	167,748	305,411	4,213 03
.....	.....	.....	174,727	185,464	219,260	404,724	4,764 77
.....	.....	.....	.....	32,825	83,455	116,280	964 99
.....	.....	.....	.....	6,848	112,061	118,899	1,511 78
.....	.....	.....	.....	39,673	196,506	235,179	2,476 77
.....	.....	.....	.....	.....	147	147	2 40
.....	.....	1,553	.....	3,152	24,367	27,519	663 30
.....	.....	1,553	.....	3,152	24,514	27,666	665 70
.....	.....	1,553	.....	42,825	220,020	262,845	3,142 47
.....	.....	.....	5,094	84,095	83,444	167,539	1,588 84
.....	.....	.....	545	16,992	16,771	33,763	611 55
.....	.....	.....	5,639	101,087	100,215	201,302	2,230 39

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No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of  
31st, 1906, and the amount of

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
RIDEAU CANAL.—Con.					
United States vessels, steam.....	90	82	52	386	.....
"          sail.....	156	2,109	672	172	1,936
Total United States.....	246	2,191	724	558	1,936
Grand total, Rideau Canal.....	5,867	98,352	95,900	5,484	1,936
ST. PETER'S CANAL.					
Canadian vessels, steam.....	231	13,312	13,138	.....	.....
"          sail.....	1,185	33,719	34,071	.....	.....
Total, Canadian.....	1,416	47,031	47,209	.....	.....
United States vessels, steam.....	2	134	.....	.....	343
"          sail.....	.....	.....	.....	.....	.....
Total United States.....	2	134	.....	.....	343
Grand total, St. Peter's Canal.....	1,418	47,165	47,209	.....	343
TRENT VALLEY CANAL.					
Canadian vessels, steam.....	1,869	37,561	38,068	.....	.....
"          sail.....	118	2,354	2,817	.....	.....
Total, Canadian.....	1,987	39,915	40,885	.....	.....
United States vessels, steam.....	.....	.....	.....	.....	.....
"          sail.....	.....	.....	.....	.....	.....
Total United States.....	.....	.....	.....	.....	.....
Grand total, Trent Valley Canal.....	1,987	39,915	40,885	.....	.....
MURRAY CANAL.					
Canadian vessels, steam.....	638	79,503	75,900	33,128	.....
"          sail.....	112	7,730	3,393	776	.....
Total, Canadian.....	750	87,233	79,293	33,904	.....
United States vessels, steam.....	10	.....	37	160	.....
"          sail.....	1	.....	.....	.....	.....
Total United States.....	11	.....	37	160	.....
Grand total, Murray Canal.....	761	87,233	79,330	34,064	.....
SAULT STE. MARIE CANAL.					
Canadian vessels, steam.....	3,469	646,191	612,935	105,036	147,268
"          sail.....	453	49,662	58,377	1,312	4,836
Total, Canadian.....	3,922	695,853	671,312	106,348	152,104
United States vessels, steam.....	1,599	19,113	1,219	7,797	21,913
"          sail.....	159	1,275	1,090	968	14,872
Total United States.....	1,758	20,388	2,309	8,765	36,785
Grand total, Sault Ste. Marie Canal....	5,680	716,241	673,621	115,113	188,889

## SESSIONAL PAPER No. 20a

Vessels passed through all the Canals during the Season of Navigation ended December  
Tolls heretofore collected, now free—*Continued.*

From United States. to United States Ports.		From United States. to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							\$ cts.
			472	468	524	992	24 15
			346	2,281	2,954	5,235	117 03
			818	2,749	3,478	6,227	141 18
			6,457	103,836	103,693	207,529	2,371 57
				13,312	13,138	26,450	529 03
				33,719	34,071	67,790	1,356 86
				47,031	47,209	94,240	1,886 89
				134	343	477	9 54
				134	343	477	9 54
				47,165	47,552	94,717	1,895 43
				37,561	38,068	75,629	492 26
				2,354	2,817	5,171	31 00
				39,915	40,885	80,800	523 26
				39,915	40,885	80,800	523 26
			32,870	112,631	108,770	221,401	249 26
			480	3,506	3,873	12,379	35 87
			33,350	121,137	112,643	233,780	285 12
			166	160	203	363	2 50
			29		29	29	0 25
			195	160	232	392	2 75
			33,545	121,297	112,875	234,172	287 87
22,250	5,349	187,261	108,062	960,738	873,614	1,834,352	
		10,613	100	61,587	63,313	124,900	
22,250	5,349	197,874	108,162	1,022,325	936,927	1,959,252	
2,354,390	1,660,409	68,065	7,387	2,449,365	1,601,478	4,140,843	
164,036	55,121	16,813	4,855	183,091	75,938	259,029	
2,518,425	1,715,530	84,878	12,792	2,632,456	1,767,416	4,399,872	
2,540,675	1,720,879	282,752	120,954	3,654,781	2,704,343	6,359,124	

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No. (A) 17.—SUMMARY STATEMENT showing the Number,

RECAPITU

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
CANADIAN VESSELS.					
Steam and Sail.					
Welland .....	866	201,416	221,207	91,845	573
St. Lawrence .....	8,213	1,022,522	873,753	50,353	90
Chambly .....	801	41,972	43,563	5,829	
Ottawa .....	1,922	39,673	192,678		2,828
Rideau .....	5,621	96,161	94,576	4,926	
St. Peter's .....	1,416	47,031	47,209		
Trent Valley .....	1,987	39,915	40,885		
Murray .....	750	87,233	79,293	33,904	
Sault Ste. Marie .....	3,022	693,853	671,312	106,348	152,104
Total Canadian .....	25,498	2,271,776	2,264,476	292,705	155,595
UNITED STATES VESSELS.					
Welland ..	670			91,602	14,936
St. Lawrence ..	1,258	9,946	10,648	117,559	683
Chambly .....	3,089	48	970	137,615	
Ottawa .....	285	1,599	636		23,878
Rideau .....	246	2,191	724	558	1,436
St. Peter's ..	2	134			343
Trent Valley ..					
Murray .....	11		37	160	
Sault Ste. Marie ..	1,758	20,388	2,309	8,765	36,785
Total United States .....	7,319	34,306	15,324	356,259	78,561
Grand total, Canadian and United States .....	32,817	2,306,082	2,279,800	648,964	234,156

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

## SESSIONAL PAPER No. 20a

Tonnage and Nationality of Vessels, &c.—*Concluded.*

## LATION.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
Up.	Down.	Up.	Down.	Up.	Down.		
							\$ cts.
2,170	157	4,402	81,606	299,333	303,543	602,876	11,015 61
			72,861	1,072,875	946,704	2,019,579	18,806 57
			7,949		47,801	51,512	99,313
					30,673	195,506	235,179
			5,639	101,087	100,215	201,302	2,280 39
					47,031	47,209	94,240
					39,915	40,885	80,800
			33,350	121,137	112,643	233,780	523 26
22,250	5,349	197,874	108,162	1,022,325	936,927	1,959,252	285 12
							No Tolls.
24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	87,775 36
214,130	205,736	13,538	107,210	319,270	327,882	647,152	9,920 35
6,088	6,865	15,706	130,643	149,279	148,839	298,118	2,892 16
			166,778	157,663	167,748	305,411	4,213 03
		1,553		3,152	24,514	27,666	665 70
			818	2,749	3,478	6,227	141 18
				134	343	477	9 54
			195	160	232	392	2 75
2,518,425	1,715,530	84,878	12,792	2,632,456	1,767,416	4,399,872	No Tolls.
2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	17,844 71
2,763,043	1,933,637	317,951	728,008	6,086,040	5,175,596	11,211,636	55,620 06

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

7-8 EDWARD VII., A. 1908

## APPENDIX A—Continued.

No. (A) 18.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1905 and 1906, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1905.												
Well and.....	50,321	257,434	54,169	62,510	112,549	190,547	15,020	349,500	232,059	859,991	1,092,050	157,478 61
St. Lawrence.....	399,363	751,571	148,493	2,144	308	1,796	8,008	511,172	486,172	1,266,683	1,752,855	128,610 73
Chambly.....	5,665	14,787	312,017	.....	.....	.....	.....	114,597	317,682	129,387	447,069	28,391 88
Ottawa.....	263	316,030	.....	74,478	.....	.....	.....	.....	263	390,508	390,771	28,949 43
Rideau.....	21,939	22,233	1,049	3,694	.....	.....	.....	10,949	22,988	36,876	59,864	5,889 43
St. Peter's.....	27,951	53,126	.....	.....	.....	.....	.....	.....	27,951	53,126	81,077	2,911 96
Trent Valley.....	27,618	17,613	.....	.....	.....	.....	.....	.....	27,618	17,613	45,231	1,309 13
Murray.....	14,801	10,904	1,416	.....	.....	.....	.....	2,300	16,217	13,204	29,421	1,205 89
Sault Ste. Marie.....	259,075	808,816	32,221	204,263	494,371	2,991,552	534,500	148,628	1,320,147	4,153,259	5,473,406	No Tolls.
Grand total.....	736,976	2,252,514	549,365	347,089	607,228	3,183,895	557,528	1,137,146	2,451,097	6,920,647	9,371,744	354,447 06
1906.												
Welland.....	77,635	374,640	53,867	36,109	84,205	237,226	7,161	331,124	222,868	979,099	1,201,967	163,031 93
St. Lawrence.....	445,483	706,840	142,326	.....	131	735	14,461	326,141	602,401	1,033,716	1,636,117	124,832 54
Chambly.....	6,681	11,345	372,571	.....	.....	.....	.....	108,342	379,252	119,687	498,939	30,189 18
Ottawa.....	240,158	154,907	.....	.....	.....	.....	.....	2,350	240,158	157,257	397,415	30,729 20
Rideau.....	30,965	33,785	2,667	4,936	.....	.....	.....	9,806	33,632	48,527	82,159	6,824 91
St. Peter's.....	26,671	49,656	.....	.....	.....	.....	.....	.....	26,671	49,656	76,327	2,658 70
Trent Valley.....	18,331	10,164	.....	.....	.....	.....	.....	.....	18,331	10,164	28,495	1,123 57
Murray.....	11,814	9,555	3,008	.....	.....	.....	.....	3,350	11,822	12,905	27,727	1,283 02
Sault Ste. Marie.....	381,191	1,004,963	52,655	193,874	907,172	3,357,295	460,617	216,272	1,801,635	4,772,404	6,574,039	No Tolls.
Grand total.....	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185	360,673 05

RICHARD DEVLIN,  
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

## APPENDIX A—Continued.

No. 19—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906.

Articles.	1905.	1906.	Increase.	Decrease.
<i>Class No. 1.</i>	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, steam. . . . .	3,640,106	3,967,984	327,878	.....
United States Vessels, steam. . . . .	4,533,851	4,954,751	420,900	.....
Canadian Vessels, sail. . . . .	1,354,203	1,589,246	235,043	.....
United States Vessels, sail. . . . .	959,272	735,227	.....	24,045
Total, class No. 1. . . . .	10,287,432	11,247,208	963,821	24,045
<i>Class No. 2.</i>	No.	No.	No.	No.
Passengers. . . . .	233,545	256,500	22,955	.....
<i>Class No. 3.</i>	Tons.	Tons.	Tons.	Tons.
Bricks. . . . .	23,814	17,713	.....	6,101
Brimstone. . . . .	1,177	2,187	1,010	.....
Cement and water-lime. . . . .	31,942	45,619	13,677	.....
Clay, lime and sand. . . . .	110,918	140,185	29,267	.....
Fish. . . . .	3,881	2,692	.....	1,189
Gypsum. . . . .	280	9	.....	271
Iron (Railway). . . . .	57,515	128,060	70,545	.....
" (Pig). . . . .	29,237	21,480	.....	7,757
" (all other). . . . .	58,508	69,261	10,753	.....
Steel. . . . .	5,661	4,632	.....	1,029
Salt. . . . .	28,148	24,125	.....	4,023
Stone, for cutting. . . . .	3	759	756	.....
Apples. . . . .	9,217	8,048	.....	1,169
Barley. . . . .	114,226	123,950	9,724	.....
Buckwheat. . . . .	721	765	44	.....
Corn. . . . .	261,509	244,122	.....	17,387
Cotton (raw). . . . .	2	20	18	.....
Flax and hemp. . . . .	64	25	.....	39
Flour. . . . .	243,938	297,937	53,999	.....
Hay (pressed). . . . .	33,354	26,811	.....	6,543
Meals (all kinds). . . . .	14,832	27,472	12,640	.....
Oil Cake. . . . .	11,557	96	.....	11,463
Oats. . . . .	101,258	209,286	108,028	.....
Peas. . . . .	950	2,126	1,176	.....
Potatoes. . . . .	7,420	5,953	.....	1,567
Rye. . . . .	5,303	5,738	435	.....
Flaxseed. . . . .	69,576	194,701	125,125	.....
Seeds (all kinds). . . . .	3,740	1,455	.....	2,285
Tobacco (raw). . . . .	239	2	.....	237

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906—*Continued.*

Articles.	1905.	1906.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
<i>Class No. 3—Concluded.</i>				
Wheat.....	1,248,567	1,406,741	158,174	
All other agricultural products, vegetable..	6,470	4,805		1,665
Bones.....	52	107	55	
Cattle.....	1,468	932		536
Hogs.....	445	365		80
Hides and skins, horns and hoofs.....	137	123		14
Horses.....	1,564	1,685	121	
Lard and lard oil.....	3,299	5,718	2,419	
Meats (other than pork).....	434	447	13	
Pork.....	1,213	834		379
Sheep.....	616	541		75
Tallow.....	587	81		506
Wool.....	2,489	3,309	820	
All other agricultural products, animal.....	12,477	11,067		1,420
Total, class No. 3.....	2,506,906	3,041,873	598,799	65,734
<i>Class No. 4.</i>				
Ashes, pot and pearl.....	57	54		3
Agricultural implements.....	1,102	4,045	2,943	
Crockery and Earthenware.....	2,047	2,211	164	
Dye woods and dye Stuffs.....	30	76	46	
Furniture.....	5,075	4,516		259
Glass (all kinds).....	6,066	8,596	2,510	
Marble.....	2,475	2,575	100	
Manilla.....	1,544	1,931	387	
Molasses.....	2,232	1,943		289
Nails.....	17,374	20,836	3,462	
Oil (in Barrels).....	82,006	28,699		3,307
Paint.....	3,890	2,574		1,316
Pitch and tar.....	1,243	2,814	1,571	
Rags.....	616	381		235
Rosin.....	3,526	2,815		711
Soda ash.....	1,073	938		135
Sugar.....	27,275	42,801	15,526	
Stone (wrought).....	228	508	280	
Tin.....	5,174	5,903	629	
Turpentine.....	41	564	523	
White lead.....	1,386	2,046	660	
Whiting.....	906	1,258	353	
Whiskey and all other spirits.....	6,680	9,970	3,290	
Merchandise (not enumerated).....	331,487	454,636	123,149	
Total, class No. 4.....	453,552	602,890	155,593	6,265



## SESSIONAL PAPER No. 20a

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906—Continued.

Articles.	1905.	1906.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
<i>Class No. 5.</i>				
Bark .....	117	13		104
Barrels (empty) .....	1,996	1,090		906
Boat Knees .....				
Floats .....	44,241	21,003		23,238
Fire wood, in vessels .....	423,693	468,133	44,440	
" in rafts .....		1,740	1,740	
Lumber sawn, in vessels .....	591,028	646,257	54,229	
" in rafts .....	354	4,564	4,210	
Hoops .....	8	102	94	
Railway ties, in vessels .....	7,470	5,608		1,862
" in rafts .....		69	69	
Meats, Spars and telegraph poles, in vessels .....	632	29		603
" " in rafts .....	10,999	14,730	3,731	
Square timber, in vessels .....	13,215	18,535	5,320	
" in rafts .....	15,807	7,298		8,509
Woodenware and wood partly manufactured .....	1,160	232		928
Shingles .....	16,300	16,652	352	
Split posts and fence rails, in vessels .....	773	4		769
" in rafts .....				
Saw logs .....	58,949	90,929	31,980	
Staves and headings, barrel .....	10	95	85	
" " pipe .....				
" " west india .....				
" " salt barrel .....		1,500	1,500	
Traverses .....	200			200
Hop poles .....	3	50	47	
Total, class No. 5 .....	1,186,955	1,297,683	147,847	37,119
<i>Special Class.</i>				
Coal .....	1,596,935	1,804,974	208,039	
Kryolite or chemical ore .....	987	2,017	1,030	
Iron ore .....	2,959,300	2,970,637	11,337	
Copper ore .....	11,006	8,976		2,030
Stone (unwrought, not suitable for cutting) .....	31,706	12,711		18,995
Ice .....		2,080	2,080	
Total, special class .....	4,599,934	4,801,895	222,486	21,025
Total freight heretofore paying tolls; now free .....	8,749,249	9,743,841	994,592	

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906—*Concluded.*

Articles.	1905.	1906.	Increase.	Decrease.
<i>Special Class—Concluded.</i>				
	Tons.	Tons.	Tons.	Tons.
Timber and other wood, free.....	68,629	70,015	1,386	.....
Wheat, corn, flour, iron, salt, coal, etc., free.	568,866	709,329	155,463	.....
Grand totals (passengers and tonnage of vessels not included) ....	9,371,744	10,523,185	1,151,441	.....
Total, increase and decrease....	.....	.....	1,281,574	130,133
Freight, grand total increase.....	.....	.....	1,151,441	.....

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA April 5, 1907.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

SESSIONAL PAPER No. 20a

## APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1906.

## WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	20	160	12	96	10	80	4	23
10	5	50	3	30	3	30		
15	3	45	1	15	2	30	1	15
20	2	40	2	40	1	20		
25	3	75	2	50	2	50	3	75
30	7	210	1	30	2	60	1	30
35	4	140	1	35	1	35	2	70
40	1	40	1	40	1	40	2	80
45	1	45	1	45	2	90		
50	1	50			2	100		
55			1	55	1	55		
60							1	60
65					2	130		
70	1	70			2	140		
75			1	75				
80					1	80		
85					1	85		
90	1	90						
95					1	95		
100			1	100	1	100		
110	1	110			1	110	3	330
130	1	130						
150	1	150	1	150	1	150		
160	1	160			1	160		
165	2	310			1	165		
175	1	175			1	175		
190	1	190						
195			3	585				
220	2	440						
230			2	460	1	230	1	230
260	1	260	2	520	1	260		
265	1	265	1	265	1	265		
285					2	560		
295	1	295			2	590		
305	1	305	1	305				
310	1	310					1	310
315	2	630						
320	1	320	1	320				
330	1	330	1	330			1	330
360	2	720						
400	1	400						
415	1	415						
455	1	455	1	455	1	455	1	455
460	2	920	1	460	1	460	1	460
485	1	485	1	485				
495	1	495	1	495	3	1,485		
500	1	500			1	500	1	500
520							1	520
530	1	530					1	530
555	1	555			1	555		
560			1	560				
575	1	575						
585							1	585
595	2	1,190						
600							1	600
615							1	615
645	1	645	1	645	1	645		
660					1	660		

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No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1906.

## WELLAND CANAL—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
675	2	1,350			1	675	1	675
690	1	690			1	690		
719	1	719	1	719	1	719		136
729	2	1,478	1	739	1	739		
712	1	742			1	742		
769							1	759
771	1	771			2	1,542		
802	1	802			2	1,604	2	1,604
870	2	1,740			1	870	2	1,740
882	1	882	1	882				
908	1	908	1	908	1	908		
929	1	929			3	2,787		
940					4	3,760		
950	1	950	1	950	1	950		
977	2	1,954	1	977				
989	2	1,978	1	989	3	2,967		
994	2	1,988			1	994		
1,023	2	2,046			1	1,023		
1,027							1	1,027
1,035	1	1,035			3	3,105		
1,041					1	1,041		
1,054					1	1,054		
1,078					1	1,078		
1,118	1	1,118						
1,160	1	1,160			1	1,160		
1,172	5	5,860						
1,202	4	4,808	1	1,202	1	1,202		
1,330	9	2,660						
1,425					1	1,425		
1,447	2	2,894			1	1,447		
1,548	1	1,548			1	1,548		
1,553					3	4,659		
1,565					3	4,695		
1,627	1	1,627			1	1,627		
1,668					1	1,668		
1,673					1	1,673		
Total...	125	55,926	53	14,021	100	57,016	35	11,632

## St. LAWRENCE CANALS.

5	62	496	9	72	20	160		
10	23	230	3	30	2	20		
15	9	135			1	15		
20	5	100	4	80	1	20	1	20
25	10	250	2	50	1	25		
30	15	150	1	30				
35	6	210	2	70	1	35		
40	8	320	11	440				
45	4	180	5	225				
50	7	350	4	200				
55	2	110	4	220				
60	5	300	6	360				
65	2	130	2	130	1	65		
70	5	350	2	140	2	140		
75	3	225	9	675	1	75		

## SESSIONAL PAPER No. 20a

No. (A) 20—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1906.

## ST. LAWRENCE CANALS—Continued.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
80	1	80	6	480			1	80
85	3	255	8	680	1	85	3	255
90	3	270	8	720				
95	2	190	10	950	2	190	82	7,790
100	3	300	25	2,500			9	900
105			15	1,155	2	210	9	945
110	2	220	4	440			5	550
115	1	115	11	1,265			3	345
120	2	240	9	1,080				
125	3	375	7	875	1	125		
130			8	1,040			1	130
135	1	135	8	1,080				
140	2	280	6	840				
145	1	145	9	1,305				
150	3	450	24	1,440				
155	4	620	14	2,170	1	155	1	155
160			5	800				
165	1	165	5	825				
170	1	170	4	680				
175	1	175	3	525				
180			1	140				
185			3	555				
190			2	380			1	190
195	1	195	2	390				
200			2	400			2	400
210	1	210	1	210				
225			2	450				
230			1	230				
235	2	420						
250			1	250				
255			2	510				
260	3	780	2	520				
275			1	275				
285			3	285			1	285
290			1	290				
295			2	590			1	295
300			3	900				
305			1	305			1	305
310	1	310	3	930				
315	2	630					3	317
320			8	960				
325	1	320	1	325				
330			3	990				
335			5	1,675			1	335
340	1	340	1	340			2	680
345			1	345				
350			2	700				
355	2	710						
360			2	720				
365			3	1,095				
370	1	370	2	740				
375			2	750				
380			1	380				
385			1	385				
395			1	395				
411			1	411				
412	1	412						
415			2	830				

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No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—  
*Continued.*ST. LAWRENCE CANALS—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num- ber.	Total Tonnage.	Num- ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
418			2	836				
436			2	870				
438			1	438			1	438
442			1	442				
463			1	463				
471	1	471						
473							1	473
475			2	950				
479	1	479						
481			1	481				
483			1	483				
499			1	499				
500	1	500						
508	1	508						
516			2	1,032				
518			1	518				
521			1	521				
531					1	531		
539			1	539				
541			1	541				
543			2	1,086				
561	1	561						
567					1	567		
578			1	578				
586			1	586	1	586		
590			1	590				
598	1	598						
599	1	599						
607			2	1,214				
643			1	643				
674	1	674						
680	1	680						
681			1	681				
700			1	700				
719			1	719				
729	1	729						
771	1	771						
773					1	773		
796					2	1,592		
802	1	802						
838	1	838						
864	1	864						
868	1	868						
873							1	873
908	1	908						
911					1	811		
921					1	921		
929					1	929		
944					1	944		
955					2	1,910		
970			1	970				
987					2	1,874		
992	1	992						
993							1	993
996	1	996						
1,010	1	1,010						
1,020	1	1,020						
1,038	1	1,038						
1,062	1	1,062						
1,142	2	2,284						

## SESSIONAL PAPER No. 20a

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—  
*Concluded.*ST. LAWRENCE CANALS—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,147					1	1,147		
1,154	1	1,154						
1,190	1	1,100						
1,197	1	1,197						
1,386	1	1,386						
1,431	1	1,431						
	246	38,063	347	58,643	52	14,005	130	16,751

## RIDEAU AND CHAMBLY CANAL.

8	91	728	140	1,120	25	200	8	64
10	15	150	5	50	2	20	3	60
15	8	120	2	30	1	15	1	15
20	5	100	1	20	3	60		
25			1	25				
30			2	60				
35	1	35						
40	1	40						
45			3	135	1	45		
50	4	200	3	150				
55	1	55						
60	2	120	1	60	1	60		
65			1	65				
70	2	140					1	70
75			3	225				
80			3	240			1	80
85			2	170			19	1,615
90			1	90			71	6,390
95	2	190	3	285			331	31,445
100			3	300			67	6,700
105	1	105	5	525			41	4,305
110			6	660			39	4,290
115			7	805			6	690
120	2	240	5	490			8	960
125			5	625			4	500
130							4	520
135	1	135	6	810			2	270
140			4	560				
145			5	725				
150	1	150	12	1,800			3	450
155	1	155	6	930				
160			2	320				
165	1	165	5	825				
170			4	680				
190			1	190				
195	2	390						
200			1	200				
250			1	250				
260	1	260						
265			1	265				
275			1	275				
285	1	285						
320	1	320						
370	1	370						
395	1	395						
Total...	143	4,858	250	13,940	33	400	609	58,324

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## APPENDIX

No. (A) 21.—STATEMENT showing the Classified Tonnage of all kinds of

WELLAND

## CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,627 tons.....	66	53,246	1	250 to 1,202 tons.....	20	12,215
2	200 " 249 " .....	2	440	2	200 " 249 " .....	2	460
3	150 " 199 " .....	6	985	3	150 " 199 " .....	4	785
4	100 " 149 " .....	2	240	4	100 " 149 " .....	1	100
5	50 " 99 " .....	3	210	5	50 " 99 " .....	2	130
6	Under 50 " .....	46	805	6	Under 50 " .....	24	381
	Total.....	125	55,926		Total.....	53	14,021

## ST. LAWRENCE

1	250 to 1,431 tons.....	42	29,487	1	250 to 1,142 tons.....	80	32,276
2	200 " 249 " .....	3	680	2	200 " 249 " .....	6	1,290
3	150 " 199 " .....	11	1,775	3	150 " 199 " .....	63	7,945
4	100 " 149 " .....	15	1,810	4	100 " 149 " .....	102	11,580
5	50 " 99 " .....	33	2,260	5	50 " 99 " .....	59	4,555
6	Under 50 " .....	142	2,071	6	Under 50 " .....	37	997
	Total.....	246	34,083		Total.....	347	58,643

## RIDEAU, OTTAWA

1	250 to 395 tons.....	5	1,640	1	250 to 275 tons.....	2	540
2	200 " 249 " .....	5	860	2	200 " 249 " .....	2	450
3	150 " 199 " .....	4	480	3	150 " 199 " .....	30	4,745
4	100 " 149 " .....	11	705	4	100 " 149 " .....	45	5,490
5	50 " 99 " .....	121	1,173	5	50 " 99 " .....	17	1,285
6	Under 50 " .....	146	4,858	6	Under 50 " .....	154	1,440
	Total.....	146	4,858		Total.....	250	13,940

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, JULY, 1906.



## SESSIONAL PAPER No. 20a

A—*Concluded.*

Vessels passed through the Canals during the Season of Navigation in 1906.

## CANAL.

## UNITED STATES.

Class.	Steam Vessels.	No.	Ton- nage.	Class.	Sailing Vessels.	No.	Ton- nage.
1	250 to 1,673 tons.....	59	54,806	1	250 to 1,027 tons.....	17	10,710
2	200 " 249 " .....	1	230	2	200 " 249 " .....	1	230
3	150 " 199 " .....	4	650	3	150 " 199 " .....	0	0
4	100 " 149 " .....	2	210	4	100 " 149 " .....	3	330
5	50 " 99 " .....	10	685	5	50 " 99 " .....	1	60
6	Under 50 " .....	24	435	6	Under 50 " .....	13	302
	Total.....	100	57,016		Total.....	35	11,632

## CANAL.

1	250 to 1,147 tons.....	15	12,685	1	250 to 873 tons.....	11	4,991
2	200 " 249 " .....	1	155	2	200 " 249 " .....	2	40
3	150 " 199 " .....	3	335	3	150 " 199 " .....	2	345
4	100 " 149 " .....	7	555	4	100 " 149 " .....	27	2,870
5	50 " 99 " .....	26	275	5	50 " 99 " .....	87	8,125
6	Under 50 " .....	52	14,005	6	Under 50 " .....	1	20
	Total.....				Total.....	130	16,751

## AND CHAMBLY CANALS.

1	250 to — tons.....			1	250 to — tons.....		
2	200 " 249 " .....			2	200 " 249 " .....		
3	150 " 199 " .....			3	150 " 199 " .....	3	450
4	100 " 149 " .....			4	100 " 149 " .....	171	18,235
5	50 " 99 " .....	1	60	5	50 " 99 " .....	423	39,600
6	Under 50 " .....	32	340	6	Under 50 " .....	12	39
	Total.....	33	400		Total .....	609	58,324

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

7-8 EDWARD VII., A. 1908

# CANALS

## CONSOLIDATED

### No. 22.—RATES OF TOLLS ON THE CANALS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS

(O. C., April 18, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.		Welland Canal, eastward.		Lake Erie to Montreal.		St. Lawrence Canals, each way.		Chambly Canal and St. Ours Lock.		Rideau Canal, each way.		Ottawa Canals, and St. Ann's Lock, each way.		Ottawa to St. Johns, each way.		Murray Canal, each way.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Class No. 1.</i>																		
Vessel, steam.....per ton	0	01½	0	01½	0	02½	0	00½	0	00½	0	01½	0	00½	0	01½	0	½
" sail and other.....	0	02½	0	02½	0	03½	0	01½	0	01½	0	02½	0	01	0	02½	0	½
<i>Class No. 2.</i>																		
Passengers, 21 years of age and upwards...	0	10	0	10	0	20	0	10	0	05	0	08	0	02½	0	09½	0	1½
" under 21 years each.....	0	05	0	05	0	10	0	05	0	02	0	04	0	01½	0	04½	0	08
<i>Class No. 3.</i>																		
Bricks, cement and water-lime.....	15	0	20	0	20	0	15	0	10	0	07	0	06	0	19½	0	1½	
Clay, lime and sand.....																		
Brimstone.....																		
Corn.....																		
Flour.....																		
Iron, railway.....																		
" pig.....																		
" all other, including steel (O.C., Feb. 1, 1888).....																		
Plaster, gypsum.....																		
Salt.....																		
Salt meats or fish, in barrels or otherwise...																		
Agricultural products, vegetable, not enumerated.....																		
Agricultural products, animal, not enumerated.....																		
Stone, for cutting.....																		
Wheat.....																		
<i>Class No. 4.</i>																		
All other articles not enumerated.....	0	15	20		0	20	0	20	0	10	0	26	0	14	0	29	0	2½

SESSIONAL PAPER No. 20a

## REVENUE

## TARIFF OF TOLLS

OF THE DOMINION OF CANADA, 1902.—(1906—Free, O.C., April 27, 1903.)

## TRENT VALLEY CANALS.

(O. C., July 25, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Bobcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{1}{2}$ 0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$ 0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$ 0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$ 0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$ 0 01	0 00 $\frac{1}{2}$ 0 00 $\frac{1}{2}$
01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
01	01	01	01	0 04	0 01
0 03	0 3	0 03	03	0 12	0 03

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## RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.									
	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
<i>Class No. 5.</i>									
Bark.....	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{2}$	0 01 $\frac{1}{2}$
Barrels, empty, each.....	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$	0 00 $\frac{1}{2}$
Boat knees, each.....	0 06	0 06	0 06	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$	0 00 $\frac{1}{2}$
Floata, per 1,000 lineal feet.....	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05	0 17 $\frac{1}{2}$
Firewood, per cord, in vessels.....	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02 $\frac{1}{2}$
" " rafts.....	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{2}$	0 03 $\frac{1}{2}$
Hoops.....	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 $\frac{1}{2}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels.....	0 15	0 15	0 15	0 05	0 05	0 06	0 07	0 13 $\frac{1}{2}$	0 00 $\frac{1}{2}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts.....	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22 $\frac{1}{2}$	0 01 $\frac{1}{2}$
Railway ties, in vessels, each.....	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 0 $\frac{1}{2}$
" " rafts, each.....	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{2}$	0 00 $\frac{1}{2}$
Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in vessels.....	0 30	0 30	0 30	0 15	0 10	0 11 $\frac{1}{2}$	0 06 $\frac{1}{2}$	0 20	0 01 $\frac{1}{2}$
Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in rafts.....	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36 $\frac{1}{2}$	0 03 $\frac{1}{2}$
Square timber, per M cubic feet, in vessels.....	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69	0 12 $\frac{1}{2}$
" " rafts.....	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet.....	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55	0 05
Shingles, per M.....	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08	0 00 $\frac{1}{2}$
Split posts and fence rails, per M, in vessels.....	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42	0 05
" " rafts.....	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77	0 10
Saw logs, each, standard log.....	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13	0 01
Staves and headings, barrel, per M.....	0 08	0 08	0 08	0 04	0 15	0 15	0 10	0 30	0 02 $\frac{1}{2}$
" " pipe, per M.....	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 $\frac{1}{2}$
" " West India, per M.....	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 $\frac{1}{2}$
" " salt barrel, sawn or cut, per M.....	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00 $\frac{1}{2}$
Traverses, per 100 pieces.....	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$	0 06 $\frac{1}{2}$
Hop poles, per 1,000 pieces.....	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
<i>Special Class.</i>									
Gypsum, crude (per O.C., Oct. 23, 1892).....	0 15	0 05	0 05	0 05	Westward	0 08	0 05	0 17 $\frac{1}{2}$	0 01 $\frac{1}{2}$
Coal.....	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{1}{2}$	0 01 $\frac{1}{2}$
Stone, unwrought, cored, and not suitable for cutting, per cord.....	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$	0 07 $\frac{1}{2}$
Kryolite, iron ore or chemical ore.....	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice.....	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 11	0 05

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ON THE CANALS—*Continued.*

## TRENT VALLEY CANALS.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Bobcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Peterborough and Hastings.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 00½	0 00½
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00½	0 00½	0 00½	0 00½	0 03	0 00½
Free.	Free.	Free.	Free.	Free.	Free.

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*St. Peter's Canal.*

Sec. 2. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 109. Free, O.C., April 27, 1903.

## SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 3. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 6, 1869. Con. O. C. Oct. 26, 1889, sec. 83. Free, O.C., April 27, 1903.

Sec. 4. Logs, lumber or other produce may pass free of toll down the Chippawa creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863. Con. O. C. Oct. 26, 1889, sec. 84.

Sec. 5. (a.) In view of the dam constructed across the Ottawa river at Carillon whereby the passage of the rapids at that point through the river is rendered difficult and at times impracticable, it appears necessary, owing to the continued difficulty attending passage through the slide built in the dam, that the canal should be used by rafts and until otherwise ordered, free passage be given to rafts through the Carillon canal, subject to such regulations as the Department of Railways and Canals may find necessary in the interest of the traffic of the canal to adopt. O. C. July 6, 1888.

Sec. 5. (b.) "Save in cases for which special permission may be given the Grenville Canal is closed to the passage of rafts, or any portion of a raft of any kind whatever." O. C. June 27, 1890.

*Sault Ste. Marie Canal.*

Sec. 6. All vessels and freight shall be permitted to pass through the Sault Ste. Marie canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. 7. (a.) All up bound goods on which full tolls have been paid for passage through the whole of the St. Lawrence canals, or for passage through the Lachine canal, the Ottawa and Rideau canals or for passage through the Ottawa and Rideau canals shall be entitled to pass free through the Welland canal, or any portion thereof, and tolls paid for passage through the Chambly canal, on goods thereafter so becoming entitled to the above privilege, shall be refunded at Montreal. All down bound goods on which full tolls have been paid for passage through the Welland canal shall be entitled to pass free through any or all of the above mentioned canals, or through any portion thereof. O. C. May 17, 1897.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to class No. 4. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 86.

Sec. 8. Goods shipped to any port west of the St. Lawrence canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such port and be passed through the Welland canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 87.

Sec. 9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton. Free, O.C., April 27, 1903.

Sec. 10. No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30 a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 86. Free, O.C., April 27, 1903.

Sec. 11. All vessels owned or chartered by persons having contracts for the enlargements or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of toll upon such vessel and cargo. O. C. April 22, 1884. Con. O. C. Oct. 26, 1889, sec. 35.

Sec. 12. Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever. O. C. May 18, 1891.

## HARBOUR DUES.

Sec. 13. Vessels receiving or discharging freight at the premises of the Welland railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889.

## SESSIONAL PAPER No. 20a

## WAY RATES.

Sec. 14. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals :—

*Welland Canal.*

	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....	$\frac{1}{2}$
2. From Chippawa cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne....	$\frac{1}{2}$
3. From Dunnville to Port Colborne.....	$\frac{1}{2}$
4. From Thorold to St. Catharines or Port Dalhousie.....	$\frac{1}{2}$
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	$\frac{1}{2}$
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	$\frac{1}{2}$
7. From Port Robinson to Allanburg or Thorold.....	$\frac{1}{2}$
8. From Port Robinson to St. Catharines or Port Dalhousie.....	$\frac{1}{2}$
9. From St. Catharines to Port Dalhousie.....	$\frac{1}{2}$
10. From Dunnville to Maitland.....	$\frac{1}{2}$
11. From Port Robinson through the lock and Chippawa cut.....	$\frac{1}{2}$
12. From Port Colborne to Port Maitland.....	$\frac{1}{2}$
13. From Chippawa cut through lock to Port Robinson.....	$\frac{1}{2}$
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	$\frac{1}{2}$
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	$\frac{1}{2}$
16. Through the Chippawa cut only.....	$\frac{1}{2}$
17. Through the Port Robinson lock only.....	$\frac{1}{2}$

*St. Lawrence Canals.*

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

*Chambly Canal.*

	Rate.
Sec. 16. Vessels and property passing from Sorel to Chambly, to pay.....	$\frac{1}{2}$
Vessels and property passing from Chambly to St. Johns, to pay.....	$\frac{1}{2}$

*Ottawa Canals.*

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

*Rideau Canal.*

Sec. 18. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81. —

Tay canal to be part of the Rideau canal and the following rates of tolls to be levied upon the said Tay branch of the Rideau canal system, viz. :—

Perth to Smith's Falls, 1 section, or one-third of Rideau canal rates, each way.

Perth to Kingston, 2 sections, or two-thirds Rideau canal rates, each way.

Perth to Ottawa basin, 2 sections, or two-thirds Rideau canal rates, each way.

Perth to River Ottawa, 3 sections, full Rideau canal rates, each way. O.C. Sept. 27, 1890.

*General.*

Sec. 19. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

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## Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

	Tons.		Tons.
2,000 lbs. avoirdupois. ....	1	Sheep, 20 .....	1
Per M. is per thousand feet .....	1	Stone, 12 cubic feet .....	1
Per mile is per thousand pieces .....	1	Stone, 1 cord .....	7½
Green fruit, 9 barrels are .....	1	Whisky, 4 barrels or 215 gallons .....	1
Ashes, 3 barrels are .....	1	Empty barrels, 10. ....	1
Bark, 4 cords .....	1	Barrel hoops, 10 mille. ....	1
Beef, 7 barrels .....	1	Board and other sawed lumber, 600 feet board measure .....	1
Biscuit and crackers, 9 barrels .....	1	Boat knees, 4. ....	1
Bricks, common, 1,000 .....	2	Firewood, 1 cord .....	3
Butter, 22 kegs or 7 barrels .....	1	Hop poles, 60 or 40 cubic feet .....	1
Cattle, 3. ....	1	Shingles, 12 M. or bundles .....	1
Cement and water-lime, 7 barrels .....	1	Split posts and fence rails, 1 mille. ....	1
Fire-bricks, 1,000 .....	3	Staves and headings, pipe, 1 mille .....	8
Fish, 7 barrels .....	1	" " " W. India, 1 mille. ....	4
Flour, 9 barrels .....	1	" " " barrel, 1 mille. ....	2½
Gypsum and manganese, 6 barrels .....	1	" " " salt barrel, 1 mille. ....	0½
Horses, 2 .....	1	Saw-logs, standard, 1 .....	0½
Lard and tallow, 7 barrels or 22 kegs .....	1	Square timber, 50 cubic feet .....	1
Liquors and spirits, 215 gallons .....	1	Telegraph poles, 10, or 40 cubic feet .....	1
Liquids, all others, 215 gallons .....	1	Masts and spars, 40 cubic feet .....	1
Nuts, 9 barrels .....	1	Railroad ties, 16, or 50 cubic feet .....	1
Oysters, 6 barrels .....	1	All other woodenware, or partly manufac- tured wood, 40 cubic feet as per tariff .....	1
Pork, 7 barrels .....	1	Traverses, 40 cubic feet, or 5 pieces .....	1
Refined oil in bulk, 250 gals., O. C., July 24, '00.	1	Floata, 50 lineal feet .....	1
Salt, 7 barrels .....	1		
Seeds, 9 barrels .....	1		

NOTE.—By the Weights and Measures Act, chapter 104 of the Revised Statutes of Canada, section 14, all the following named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; pease, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flaxseed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

## TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal basin:—

	Cents.
Wheat and other grain, per week, per bushel .....	1
Meal " per barrel .....	4
Pork, beef, butter and lard " .....	5
Muscovado sugar " per hhd., 10 cents; per brl. ....	5
Liquors " { per pipe, 15 cents; per pun. ....	12
" " { per hhd., 10 cents; per qr. cask .....	7
Iron, bars " per ton .....	24
Iron, pig " " .....	12
Salt, except at the St. Ga- briel sheds " per 100 minots .....	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours " per bag .....	1
Bales, crates, cases, &c. " per ton weight or measurement .....	24
Coals " per chaldron .....	12

Sec. 22. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.



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(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

f.) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 23, 1846. Con. O. C. Oct. 26, 1889, secs. 90 and 91.

*Flour.*

Sec. 23. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1866. Con. O. C. Oct. 26, 1889, sec. 92.

## WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal harbour and Lachine, O.C., April 22, 1902, from vessels other than sea-going, and entering the Lachine canal from Montreal harbour, shall be charged wharfage dues at the rate of five cents a ton.

Coal screening shall be charged 3 cents a ton. Con. O. C. Oct. 26, 1889, sec. 93. O. C. May, 18, 1892.

## CHARGES FOR WHARFAGE ON FIREWOOD ON WHARFS AND BANKS OF LACHINE CANAL.

Sec. 25. The following rates of tolls shall be collected as herein mentioned that is to say:—

(a.) Firewood landed on wharfs or banks of the Lachine canal, or in boats, barges or other craft occupying any of the basins between Wellington Street bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860. Con. O. C. Oct. 26, 1889, sec. 94.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs at Lachine and the Lachine canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862. Con. O. C. 1889, sec. 94.

## CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 26. Whereas under existing regulations for the collection of canal tolls, eastern bound vessels having paid the charges one way in full through the Welland canal are chargeable one Section Canal Toll if re-entering the Lachine canal;

And whereas vessels loaded with grain destined for the Montreal harbour frequently unload only part of their cargoes on board sea-going vessels in the harbour, and re-enter the Lachine canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered that the Lachine canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878. Con. O. C. Oct. 26, 1889, sec. 95. Free O.C. April 27, 1903.

## PHOSPHATES.

Sec. 27. Whereas vessels laden with grain for delivery in Montreal harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered that the Lachine canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, for the purpose of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881. Con. O. C. Oct. 26, 1889, sec. 96. Free, O.C., April 27, 1903.

Extract from the Act, Canada, 1894, c. 48, amending and consolidating the Acts relating to the Harbour Commissioners of Montreal.

## HARBOUR RATES WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANAL ON SEA-GOING VESSELS.

Sec. 28. The corporation may, from time to time, levy such rates as are approved of by the Governor in Council, upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks, or deposited within the harbour, except arms, ammunition and military accoutrements, and other munitions of war for the use of the Government or for the defence of the Dominion. 40 V., c. 53, s. 2, part 2. For the purposes of this section, the lower basins of the Lachine canal shall be held to form part of the harbour of Montreal, and the corporation may levy from all vessels entering the same through the harbour for the purpose of discharging or loading there, except canal craft trading between Montreal and places above Montreal, the same rates as may be levied in the harbour and under the same regulations and penalties. In all other respects the said lower basins shall be and remain under the jurisdiction of the Minister of Railways and Canals. 18 V., c. 143, s. 18; 40 V., c. 53, s. 2, part 2.

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All property delivered or received by sea-going vessels in the Lachine canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

All goods, wares and merchandise not elsewhere specified.....	25 cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 "
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine.....	15 "
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt.....	10 "
Coal and coke, grain and seeds of all kinds.....	6 "
Special—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.
Coal screenings.....	3 "
Each entry shall pay not less than 5 cents.	

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz.,  $3\frac{1}{2}$  cents per 1,000 feet board measure. O.C. Jan. 26, 1883. Con. O.C. Oct. 26, 1889, secs. 98, 99, 100 and 101. O.C. May 18, 1892.

Sec. 29.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 " 1 "
Fish, meat, pitch, tar.....	7 " 1 "
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 "
Sheep.....	15 to 1 "
Swine.....	10 to 1 "
O.C. April 1, 1881. Con. O.C. Oct. 26, 1889, sec. 102.	

TOLLS ON FLOATED TIMBER, ETC., ENTERING THE BASIN AT LACHINE.

Sec. 30. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine canal:—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw logs, 12 feet long, if longer in same proportion per log.....	1	$\frac{1}{2}$	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, barrel, per M.....	8	4	8
" pipe.....	8	4	8
" West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine.....	3	3	3

Note.

Sec. 31. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintending engineer may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine canal. O.C. June 8, 1860. Con. O.C. Oct. 26, 1889, secs. 103 and 104.

### CHARGES ON VESSELS WINTERING IN LACHINE AND WELLAND CANALS.

**Sec. 32 (a.)** The above rates shall also apply to the Welland Canal. (O.C. June 8th, 1901.)

### CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

### CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS.

### CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

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## DRY DOCK CHARGES.

*Trent Valley Canal.*

Sec. 38. The following tolls and dues shall be charged for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley canal, during the winter or other shorter period :—

For Vessels	Wintering.	Per day.	Per week.
Over 15 tons.....	\$30 00	\$4 00	\$12 00
15 tons and under. . . . .	20 00	3 00	10 00

(O. C. Oct. 31, 1890.)

*Rideau Canal.*

Sec. 39. The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau canal at Ottawa :—

- |   |         |
|---|---------|
| (1) Steamers entering dock .....  | \$ 8 00 |
| Each day or portion of a day after day of entrance .....                              | 2 50    |
| (2) Barges entering dock .....  | 5 00    |
| Each day or portion of a day after day of entrance .....                              | 2 50    |
| (3) Steam yachts or launches .....  | 5 00    |
| Each day or portion of a day after day of entrance .....                              | 2 50    |
| (4) Boats wintering in the dry dock from the close to the opening of navigation ..... | 50 00   |
| For every day such boat remains in the dock after the opening of navigation .....     | 8 00    |

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrances and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O. C. Dec. 28, 1893.)

Sec. 40. The use of horses for towage purposes between the lower entrance of the Cornwall canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall canal (O.C. Aug. 20, 1890.)

Sec. 41. As the prohibition of the use of horses for towing purposes, between the lower entrance of the Cornwall canal and Lock No. 20 during the progress of the works of canal enlargement, has entailed the use of tugs and consequently expenses to the parties concerned, that all tugs, used solely for the purposes of towing on the section in question, be permitted to pass free of toll, up and down the canal between the lower entrance of the canal and lock No. 20, until the completion of the enlargement of the works on that section. (O. C. Sept. 27, 1890.)

## SPECIAL RATES FOR 1902 ONLY.—1903. Free.

Sec. 42. For season of 1902 the Canal Tolls for the passage of the following food products :—wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, for through passage eastward through the Welland canal, be ten cents per ton, and for through passage eastward through the St. Lawrence canals only, ten cents per ton; payment of the said toll of ten cents per ton through the Welland canal to entitle these products to free passage through the St. Lawrence canals, or any portion thereof. (O. C. April 1, 1902.) Also special rates, are granted to grain, &c., carried on the O. A. & P. S. and Canada Atlantic Railway systems, from Depot Harbour to Coteau landing and thence by canal to Montreal, as follows, viz. :—Wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, 2½ cents per ton, and all rolling said package freight, 5 cents per ton. (O. C. April 1, 1902.) Free, O.C., April 27, 1903.

Sec. 43. (a.) That for the current season of navigation of 1902, there shall be allowed in the case of steamships specially chartered for the conveyance of excursion parties, going and coming the same day, a reduction of one-half of the usual passenger tolls for passage through the Government canals, it being distinctly understood that no freight is to be carried by the said steamers on such excursions. (O. C. April 25, 1902.) Free, O.C., April 27, 1903.

Sec. 43. (b.) Whereas the Canal Tolls payable for passage through the Welland and St. Lawrence canals of barrel staves and headings, are 40 cents per 1,000 in the case of ordinary materials, such as those for sugar and flour barrels; while in the case of staves and headings for salt barrels the charge is 8 cents per 1,000 only.

And whereas application is made to have this distinction removed on the ground that sugar and flour cooperage is of the same weight as salt cooperage.

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His Excellency in virtue of the provisions of chapter 38 of the Revised Statutes of Canada, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that Class 5 of the existing Tariff of tolls for passage through the Canals of the Dominion, established by the Order in Council of the 25th March, 1896, shall be and the same is hereby amended to the effect, and to that effect only, of removing the distinction between ordinary and salt barrel staves and headings, and making the tolls payable for these articles the same, namely, those at present charged on salt barrel staves and headings, on all the canals of the Dominion. (O. C. May 28, 1897.)

## SPECIAL RATES ON SAND AND STONE.

Sec. 43. (c.) On the recommendation of the Acting Minister of Railways and Canals, the rate of tolls on sand and stone used in the construction of the bridge being built at Cornwall by the Ottawa and New York Railway was reduced from 15 and 20 cents to 7½ and 10 cents respectively. (O. C. August 27, 1896.)

## APPENDIX B.

### DOMINION CANALS.

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows :—

*First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

	Miles.
1. Lachine canal.....	8 $\frac{1}{2}$
Lake St. Louis and River St. Lawrence.....	16
2. Soulanges canal.....	14
Lake St. Francis and River St. Lawrence.....	33
3. Cornwall canal.....	11
River St. Lawrence.....	5
4. Farran's Point canal.....	1 $\frac{1}{2}$
River St. Lawrence.....	10
5. Rapide Plat canal.....	3 $\frac{3}{4}$
River St. Lawrence.....	4
6. Galops canal.....	7 $\frac{1}{8}$
River St. Lawrence and Lake Ontario.....	236
7. Welland canal.....	26 $\frac{3}{4}$
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.....	580
8. Sault Ste. Marie canal.....	1 $\frac{1}{4}$
Lake Superior to Port Arthur.....	266
Total .....	1,223 $\frac{7}{8}$
To Duluth.....	1,357
Chicago.....	1,286

*Second.—Ottawa to Lake Champlain.*

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

*Third.—Ottawa to Kingston and Perth.*

1. Rideau canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

1. Trent canal (not completed).

*Fifth.—Ocean to the Bras d'Or lakes.*

1. St. Peter's canal.

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## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

## LACHINE CANAL.

Length of canal.....	8½ statute miles.
Number of locks.....	5
Dimension of locks.....	270 feet by 45 feet.
Total rise or lockage.....	45 feet.
Depth of water } at two locks.....	18 "
} at three locks.....	14 "
Average width of new canal.....	150 "

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The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

### SOULANGES CANAL.

Length of canal.....	14 statute miles.
Number of locks { lift.....	4
guard.....	1
Dimensions of locks.....	280 feet by 45 feet.
Total rise or lockage.....	84 feet.
Depth of water on sills.....	15 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "
Number of arc lights.....	219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

### CORNWALL CANAL.

Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet by 45 feet.
Total rise or lockage.....	48 feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of  $32\frac{1}{2}$  miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

### WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

#### FARRAN'S POINT CANAL.

Length of canal.....	$1\frac{1}{2}$ mile.
Number of locks.....	1
New lock.....	800 feet by 45 feet.
Old lock.....	200 "
Total rise or lockages.....	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.....	14 "
Depth of water on sills of old lock.....	9 "
Breadth of canal at bottom.....	90 "
Breadth of canal at water surface.....	154 "



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From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

## RAPIDE PLAT CANAL.

Length of canal.....	3 $\frac{3}{8}$ miles.
Number of locks.....	2
Dimensions of locks.....	270 feet by 45 feet.
Total rise or lockage.....	11 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10 $\frac{1}{2}$  miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

## GALOPS CANAL.

Length of canal.....	7 $\frac{3}{4}$ miles.
Number of locks.....	3
Dimensions of locks. { one of which is }	2-270 by 45.
{ a guard lock. }	1-800 by 45.
Total rise of lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$  miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

## MURRAY CANAL.

Length between eastern and western pier heads..	5 $\frac{1}{4}$ miles.
Breadth at bottom.....	80 feet.
Breadth at water surface.....	120 "
Depth below lowest known lake level.....	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

## WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal.....	27 $\frac{1}{2}$ miles	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3)...		2
Number of locks { lift.....	26	25
{ guard.....	1	1
Dimensions.....	{ 1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	{ 270 feet x 45 feet.
Total rise or lockage 326 $\frac{3}{4}$ feet....	326 $\frac{3}{4}$ feet	326 $\frac{3}{4}$ feet.
Dept of water on sills.....	10 $\frac{1}{4}$ "	14

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## WELLAND RIVER BRANCHES.

## Length of canal—

Port Robinson cut to River Welland. . . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct. . . . .	300 "
Chippewa cut to River Niagara. . . . .	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson. . . . .	2
Dimensions of locks. . . . .	150 by 26½ feet
Total lockage from the canal at Welland down to River Welland. . . . .	10 feet.
Depth of water on sills. . . . .	9 feet 10 inches.

## GRAND RIVER FEEDER.

Length of canal. . . . .	21 miles,
Number of locks. . . . .	2
Dimensions of locks. . . . .	{ 1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage. . . . .	7 to 8 feet.
Depth of water on sills. . . . .	9 feet.

## PORT MAITLAND BRANCH.

Length of canal. . . . .	1¼ miles.
Number of locks. . . . .	1
Dimensions of locks. . . . .	185 feet by 45 feet.
Total rise or lockage. . . . .	7½ feet.
Depth of water on sills. . . . .	11 "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¼ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

## SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers. . . . .	5,967 feet.
Number of locks. . . . .	1
Dimensions of locks. . . . .	900 ft. by 60 ft.
Depth of water on sills (at lowest known water level)	20 ft. 3 inches.
Total rise or lockage. . . . .	18 feet.
Breadth of canal at bottom. . . . .	141 ft. 8 inches.
Breadth at surface of water. . . . .	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian

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territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:

*Ottawa River Canals.*

The Ste. Anne's lock.  
Carillon canal.

Grenville canal.  
Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	
From Lachine to Ste. Anne's lock .....	15	23
Ste. Anne's lock and piers.....	½	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	½	51
The Carillon to Grenville canal .....	6½	57
The Grenville canal.....	5½	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126½	245

## STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal.....	⅛ mile.	⅛ mile.
Number of locks.....	1	1
Dimensions of locks.....	190 x 45 feet	200 x 45 feet.
Total rise or lockage.....	3 feet.	3 feet.
Depth of water on sills.....	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

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## THE CARILLON CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	2
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

## GRENVILLE CANAL.

Length of canal.....	$5\frac{3}{4}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	$43\frac{3}{4}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

## RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters.....	126 $\frac{1}{2}$ miles.
Number of locks going from Ottawa to Kingston...	$\left\{ \begin{array}{l} 35 \text{ ascending.} \\ 14 \text{ descending.} \end{array} \right.$
Total lockage.....	$446\frac{1}{2}$ feet $\left\{ \begin{array}{l} 282\frac{1}{2} \text{ rise and} \\ 164 \text{ fall} \end{array} \right.$ at high water.
Dimensions of locks.....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches.....	$4\frac{1}{2}$ feet.
Breadth of canal reaches at bottom.	$\left\{ \begin{array}{l} 60 \text{ feet in earth.} \\ 54 \text{ feet in rock.} \end{array} \right.$
Breadth of canal at surface of water.....	80 feet in earth.

## PERTH BRANCH.

Length of canal.....	6 miles.
Number of locks.....	2
Dimensions of locks.....	134 feet x 32 feet.
Total rise or lockage.....	26 "
Depth of water on sills.....	5 " 6 inches.
Length of dam.....	200 "
Breadth of canal at bottom.....	40 "
Breadth of canal at surface of water.....	$\left\{ \begin{array}{l} 40 \text{ " in rock.} \\ 60 \text{ " in clay.} \end{array} \right.$

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The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz :—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

## RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York :—

Section of Navigation.	Inter- mediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.....	14	14
St. Ours lock to Chambly canal .....	32	46
Chambly canal.....	12	58
Chambly canal to boundary line .....	23	81
Boundary line to Champlain canal .....	111	192
Champlain canal to junction with Erie canal .....	66	258
Erie canal, from junction to Albany.....	7	265
Albany to New York.....	146	411

## ST. OURS LOCK DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks .....	1 "
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	5 "
Depth of water on sills .....	7 feet at low water.
Length of dam in eastern channel.....	300 "
Length of dam in western channel....	690 "

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At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

### CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks :—	
Guard lock, No. 1 at St. Johns .....	122 feet.
Lift " 2 .....	124 "
" " 3, 4, 5, 6 .....	118 "
" " 7, 8, 9 combined.....	125 "
Total rise or lockage.....	74 "
Depth of water on sills.....	7 "
Breadth of canal at bottom.....	36 "
Breadth of canal at surface of water.....	60 "

} From 22½ to  
24 feet wide.

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

### TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows :—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton ; from Lake Balsam by a canal and the River Talbot to Lake Simcoe ; thence by the River Severn to Georgian bay, Lake Huron ; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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The following table give the distance of navigable and unnavigable reaches.

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté to Nine Mile rapids.	—	9.
Nine Mile rapids to Percy landing.....	19½	—
Percy landing to Heeley's Falls dam.....	—	14½
Heeley's Falls dam to Peterborough.....	51½	—
Peterborough to Lakefield.....	—	9
Lakefield to a point across Balsam lake.....	61	—
	<hr/> 132½	<hr/> 32½
Total distance, Bay of Quinté to a point across Balsam lake...		165
From Sturgeon point on Sturgeon lake, 48½ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.....		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2½ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15½ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks with their dimensions:—

- 1 Lock at Rosedale, (maintained by the Ontario government) 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
- 2 Locks at Fenelon .... 134' x 33' x 5' 0" to 7' 6" depth water on mitre sill.
  - 1 " Lindsay. .... 134' x 33' x 5' 0" to 7' 6" " "
  - 1 " Bobcaygeon .. 134' x 33' x 5' 8" to 7' 0" " "
  - 1 " Buckhorn.... 134' x 33' x 5' 0" to 9' 0" " "
  - 1 " Lovesick.... 134' x 33' x 5' 0" to 9' 4" " "
  - 2 " Burleigh.... 134' x 33' x 6' 0" to 8' 0" " "
  - 1 " Young's point (a Provincial government work) 134' x 33' x 5' 0" to 14' 0" depth water on mitre sill.
  - 1 " Peterborough.. 134' x 33' x 5' 0" to 10' 0" depth water on mitre sill.
  - 1 " Hastings. ... 134' x 33' x 7' 0" to 10' 6" " "
  - " " Chisholms... 134' x 33' x 5' 0" to 8' 6" " "

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## ST. PETER'S CANAL, CAPE BRETON.

Length of canal .....	About 2,400 feet.
Breadth at water line .....	50 feet.
Lock .....	One tidal lock, 4 pairs of gates.
Dimensions .....	200 feet by 48 feet.
Depth of water on sills ....	18 " at lowest water.
Depth through canal ..	19 "
Extreme rise and fall of tide in St. Peter's bay .....	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

## BEAUHARNOIS CANAL.

Length of canal .....	12 statute miles.
Number of locks .....	9.
Dimensions of locks .....	200 feet by 45 feet.
Total rise or lockage .....	82½ "
Depth of water on sills ....	9 "
Breadth of canal at bottom .....	80 "
Breadth of canal at water surface .....	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.



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## ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR,  
BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle .....	Gulf of St. Lawrence ...	240	240
Cape Whittle.....	West Point, Anticosti.....	" .....	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski .....	" .....	6	649
Rimouski.....	Bic .....	" .....	12	661
Bic .....	Isle Verte.....	" .....	39	700
Isle Verte (opp. Saguenay).....	Quebec .....	" .....	126	826
Quebec.....	Three Rivers .....	" to Tide-water .....	74	900
Three Rivers.....	Montreal .....	" .....	86	986
Montreal.....	Lachine .....	Lachine Canal.....	84	994½
Lachine.....	Cascade Point.....	Lake St. Louis.....	16	1,009½
Cascade Point.....	Coteau Landing.....	Soulanges Canal.....	14	1,021
Coteau Landing.....	Cornwall .....	Lake St. Louis.....	30	1,053½
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11½	1,065½
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070½
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point.....	3	1,071
Upper end Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	10½	1,081½
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085½
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4½	1,090
Point Iroquois Village.....	Upper end Presqu'île.....	Point Iroquois Canal .....	3	1,093
Presqu'île.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2½	1,095½
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097½
Galops Rapids.....	Prescott .....	River St. Lawrence.....	7½	1,105
Prescott.....	Kingston .....	" .....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26½	1,360½
Port Colborne.....	Amherstburg .....	Lake Erie.....	232	1,592½
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610½
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635½
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668½
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938½
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985½
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal..	1	1,986½
Head of Sault Ste. Marie.....	Pointe aux Pins .....	River St. Mary.....	7	1,993½
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259½
Port Arthur to Lake Shebandowan .....			45	
Lake Shebandowan to North-west Angle.....			312	
North-west Angle to Winnipeg.....			96	
Pointe aux Pins to Duluth.....			390	

Of the 2,259½ miles from the Straits of Belle-Ile to the head of Lake Superior, 73½ miles are artificial navigation, and 2,186½ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

" " Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee 442 miles.

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TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low Water.	No.	Length.	Height.	
				Rise. Ft. In.				
		Miles.						
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616	13 33 14	4'00 0'13 1'50 0'50 0'05 0'33 0'13 0'06 0'25 0'13 1'25 0'06
2	Hartwell's.....	4½	2	22 0	1	100	28	
3	Hogsback.....	5½	2	13 6	1	320	60	
4	Black Rapids.....	9½	1	10 0	1	300	12	
5	Long Island.....	14½	3	27 0	3	850	68	
6	Burritt's.....	40½	1	10 6	1	240	14	
7	Nicholson.....	43½	2	15 2	1	500	9	
8	Clowes.....	44½	1	10 0	1	481	16	
9	Merrickville.....	46½	3	25 0	1	150	6	
10	Maitland.....	55	1	4 9	1	270	8	
11	Edmunds.....	59½	1	10 10	1	343	8	
12	Old Slys.....	60½	2	15 6	1	250	20	
13	Smith's Falls.....	61½	4	33 9	2	600	24	
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	
15	Narrows.....	83½	1	4 0	1	600	9	
Total rise at low water .....				292 3				
				Fall.				
16	Isthmus.....	87½	1	4 0	...			1'25
17	Chaffey's.....	92	1	12 6	...			0'13
18	Davis.....	94½	1	9 0	1	300	15	0'06
19	Jones' Falls.....	97½	4	60 0	1	300	60	0'25
20	Brewer's Upper Mills.....	108½	2	19 0	1	200	20	1'75
21	" Lower Mills.....	110	1	14 2	1	200	12	4'25
22	Kingston Mills.....	120½	4	46 8	1	6,042	14	0'25
23	Kingston.....	126½						
Total fall at low water.....				165 4				
Total.....			47		24	15,472		16'46

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SESSIONAL PAPER No. 20b

A. 1908

# RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30, 1907

*(From sworn Returns furnished by the several Railway Companies)*

**M. J. BUTLER**

*Deputy Minister and Chief Engineer of the Department of Railways and Canals*

**PRINTED BY ORDER OF PARLIAMENT**



**O T T A W A**

**PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY**

**1908**

**[No. 20b—1908.]**



*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

GEO. P. GRAHAM,  
*Minister of Railways and Canals.*





To the Honourable GEORGE P. GRAHAM,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Railway Statistics for the year ended June 30, 1907.

This is the first report compiled from the new schedules which were put into force on 1st July, 1906, and special value should attach to the information which has been gathered with respect to the operation of railways in Canada.

I have the honour to be, Sir,

Your obedient servant,

M. J. BUTLER,  
*Deputy Minister of Railways and Canals.*



## OFFICE OF THE COMPTROLLER OF RAILWAY STATISTICS,

Ottawa, December 2, 1907.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the return of Railway Statistics for the year ended 30th June, 1907.

This report is in many important respects different from those which have heretofore been presented. The schedules sent out to the various railways for statistical purposes, and upon which the accompanying tables are based, were much more elaborate than those which have been in use in Canada during the past thirty years. In all essential regards they are identical with the forms which had been adopted by the Interstate Commerce Commission at Washington. This change was made for a number of reasons. The old schedules had become unsuited to modern railway conditions. They failed to elicit many points of useful information. They did not, except in a limited way, permit of helpful comparisons with the railway statistics of other countries. In a word, they were obsolete.

It will not be alleged that these changes are in advance of existing needs. The problems of transportation rise above all others in importance, as bearing directly on the commercial life of the nation. All production, pastoral and industrial, with the labour involved, would practically cease if adequate marketing facilities were withdrawn; which is only another way of saying that the trade of the country is dependent upon the operation of railways. Scarcely less deplorable would be the position of the Dominion, having regard to the future, if railway construction and railway betterments should be indefinitely suspended. This will be conceded. And the problems of transportation in all their aspects can only be properly considered, and conditions measured, in the light of full and accurate statistical information. To meet this need is the purpose for which the new and comprehensive schedules above referred to have been given effect.

The introduction of the new schedules involved, among other things, a uniform system of accounting on the part of railways. This in itself was a change urgently needed. It was not to be expected, however, that these innovations could be readily and smoothly applied. Difficulties had to be met in many directions; but I am pleased to say that the mutual value of the new work, as between the Department and the railways themselves, was heartily recognized. This brought about a commendable spirit of co-operation. Therefore, while the returns are not perfect in all respects, they are nevertheless reasonably satisfactory under the circumstances.

One railway, the Kettle River Valley, having less than five miles of line in operation in British Columbia, failed to make a return.

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## MILEAGE.

Following is the history of railway mileage in Canada:

Year.	Miles in Operation.	Year.	Miles in Operation.
1835.....	0	1872.....	2,899
1836.....	16	1873.....	3,832
1837.....	16	1874.....	4,331
1838.....	16	1875.....	4,804
1839.....	16	1876.....	5,218
1840.....	16	1877.....	5,782
1841.....	16	1878.....	6,226
1842.....	16	1879.....	6,858
1843.....	16	1880.....	7,194
1844.....	16	1881.....	7,331
1845.....	16	1882.....	8,697
1846.....	16	1883.....	9,577
1847.....	54	1884.....	10,273
1848.....	54	1885.....	10,773
1849.....	54	1886.....	11,793
1850.....	66	1887.....	12,184
1851.....	159	1888.....	12,585
1852.....	205	1889.....	12,585
1853.....	506	1890.....	13,151
1854.....	764	1891.....	13,838
1855.....	877	1892.....	14,564
1856.....	1,414	1893.....	15,005
1857.....	1,444	1894.....	15,627
1858.....	1,863	1895.....	15,977
1859.....	1,994	1896.....	16,270
1860.....	2,065	1897.....	16,550
1861.....	2,146	1898.....	16,870
1862.....	2,189	1899.....	17,250
1863.....	2,189	1900.....	17,657
1864.....	2,189	1901.....	18,140
1865.....	2,240	1902.....	18,714
1866.....	2,278	1903.....	18,988
1867.....	2,278	1904.....	19,431
1868.....	2,270	1905.....	20,487
1869.....	2,524	1906.....	21,353
1870.....	2,617	1907.....	22,452
1871.....	2,695		

It will be seen that the addition for the year 1907 was 1,099 miles. It is gratifying to observe that the mileage of double track was also increased during the year, from 743 to 1,067 miles—a net gain of 324 miles. This increase was almost wholly applicable to main lines, and will represent a substantial addition to transportation facilities. With double tracks, sidings and yards added to the 22,452 referred to above, the total of all tracks in the Dominion amounted to 27,611 miles, of which all but 95 were laid with steel rails.

The number of miles actually under construction was not reported this year as formerly; but from data gathered in this office it is estimated at 3,000. This does not include lines projected and not under contract.

Divided by provinces, the railway mileage within the Dominion is as follows:—

Ontario.....	7,637.91
Quebec.....	3,515.90
Manitoba.....	3,074.46
Saskatchewan.....	2,024.86
British Columbia.....	1,685.29
New Brunswick.....	1,502.73
Nova Scotia.....	1,329.47
Alberta.....	1,323.02
Prince Edward Island.....	267.50
Yukon.....	90.60

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It may be instructive to compare by two simple tests the railway mileage of Canada with that of other countries:—First, with respect to population, and second, by territorial area. The result is as follows;—

	Population to each mile of railway.	Square miles to each mile of railway.
United States.....	381	13.61
United Kingdom.....	1,821	5.29
France.....	1,590	8.46
New South Wales.....	686	146.09
New Zealand.....	358	43.42
Victoria.....	360	25.89
India.....	10.119	61.09
Canada.....	289	161.80

Thus, Canada has the highest mileage, measured against population, (on an assumed basis of 6,500,000) and the lowest, measured against territory, among the countries indicated. In other words, Canada stands foremost among the nations in transportation facilities in proportion to her population, while her ample territory gives her the greatest room for expansion in that regard.

## AID TO RAILWAYS.

It was intimated in my last report that a careful analysis would be made of the accounts showing what aid had been given to railways in Canada. This has been done. The inquiry, however, revealed a good deal of confusion. It was found that the returns made by the railways did not agree with the official statements of actual payments, for example, by the provinces. This did not necessarily imply inaccuracy. In some instances bonds had been given and charged up by the provinces on the basis of the liability involved; while the railways reported the actual proceeds. In other cases, the provinces entered up as railway aid the amounts expended on exploratory and survey work—not improperly—while the railways merely charged themselves with the direct subsidies received. Thus

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one account could not be accurately checked against the other. Nevertheless, the sub-joined statement may be taken as fairly showing the situation with regard to railway aid:—

Year.	Dominion.	Provinces.	Municipalities.
	\$ cts.	\$ cts.	\$ cts.
1876.....	*18,564,352 37	4,203,240 43	5,426,505 70
1877.....	16,235,185 33	4,338,498 02	5,689,299 31
1878.....	26,438,914 96	14,292,002 29	7,224,578 63
1879.....	26,438,914 96	14,593,001 91	7,450,978 63
1880.....	32,761,920 65	17,639,206 60	8,313,944 63
1881.....	37,629,207 33	a16,676,266 29	7,494,944 63
1882.....	37,731,203 33	17,044,628 91	8,809,944 63
1883.....	49,548,639 93	18,342,102 80	9,162,552 94
1884.....	78,123,918 18	19,836,055 93	9,934,556 94
1885.....	†92,762,967 17	19,137,719 93	12,472,450 43
1886.....	87,426,814 52	19,338,679 93	12,599,292 43
1887.....	91,228,674 03	21,204,993 01	12,812,836 43
1888.....	c90,644,574 40	23,342,758 82	13,144,224 43
1889.....	91,888,491 21	24,036,306 80	13,461,224 43
1890.....	93,889,277 76	25,086,285 41	13,709,624 43
1891.....	96,529,524 07	25,731,965 43	13,817,509 43
1892.....	97,601,639 53	26,997,435 78	13,981,247 99
1893.....	100,422,165 09	28,229,355 49	14,017,956 99
1894.....	102,037,290 06	29,368,697 75	14,178,610 99
1895.....	†103,451,143 93	29,727,512 63	14,180,686 99
1896.....	101,961,763 91	30,055,946 30	14,494,756 99
1897.....	102,458,434 71	31,171,346 65	15,520,867 99
1898.....	103,878,261 66	31,496,555 43	15,660,667 99
1899.....	107,030,639 24	31,656,725 57	17,740,668 59
1900.....	107,760,795 70	31,310,170 06	15,884,542 16
1901.....	110,225,503 43	32,395,522 67	16,310,253 16
1902.....	112,324,091 13	33,145,320 84	16,465,604 03
1903.....	113,791,113 47	32,809,728 41	16,551,044 06
1904.....	115,875,668 31	34,496,917 84	17,157,810 19
1905.....	117,145,511 67	40,415,630 27	17,198,211 48
1906.....	118,474,316 04	43,278,022 12	17,125,163 98
1907.....	128,827,648 77	b 35,123,130 80	17,346,633 34

\*Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

†Included loan \$29,880,912 to C. P. Railway; not reported later.

cEastern Extension \$1,284,495.76 now included in I. C. Railway.

†Incorrect total of \$2,394,000 shown to the North Shore Railway.

aDecrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway (\$10,570,549) as formerly.

The amount credited to the Dominion is considerably reduced from that which has heretofore been published. In past years the cost of the Intercolonial and Prince Edward Island Railways had been reckoned as 'aid' to railways. It is now excluded. Other large amounts have, however, been added to the account. For example, the sum of \$10,189,521, paid to the Canadian Pacific Railway Company in 1886 in exchange for 6,793,014 acres of land, has been attached to subsidy account. That payment must be regarded as merely varying the terms of the original subsidy agreement, by which the railway got more cash and less land. For some reason the annual subsidy paid to the same Company on that portion of their Short Line which lies in the State of Maine, as well as \$6,639,581 charged against surveys in connection with that section of the Canadian Pacific Railway constructed by Government, had been left out. These items are now inserted. It was also discovered that a payment by the Department of Finance of \$119,700 per annum, since 1884, to the Government of Quebec, on subsidy account in connection with the building of the North Shore Railway, had escaped notice. These items, with the exception of

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the last mentioned, have been included in the total for 1907, since it was not practicable to place them in the years back of that date. The total of aid to railways from the three sources above indicated is \$181,298,412.91.

Aid to railways has not, however, been limited to cash subsidies. Large grants of land have been given. On 30th June last the grants earned from the Dominion Government were as follow:—

Alberta Railway & Coal Co.....	1,114,368	acres.
Calgary & Edmonton Railway Co.....	1,888,448	"
Canadian Northern Railway Co.....	3,321,408	"
Canadian Pacific Railway, Main Line.....	18,206,986	"
"    "    Pipestone Extension.....	200,320	"
"    "    Souris Branch.....	1,408,704	"
Great North-West Central Railway Co.....	320,000	"
Manitoba & North Western Railway Co.....	1,501,376	"
Manitoba South-Western Col. Railway Co.....	1,396,800	"
Manitoba & South-Eastern Railway Co.....	680,320	"
Qu'Appelle, Long Lake & Saskatchewan Railroad & Steam- boat Company.....	1,625,344	"
Saskatchewan & Western Railway Co.....	98,880	"
<b>Total.....</b>	<b>31,762,954</b>	<b>"</b>

Patents have been issued for 26,542,003 acres of the amount earned up to 30th June. It cannot, of course, be ascertained what may be the money value of these land subsidies. The provinces have also given generous grants of land to aid railway construction, and an effort has been made to get at the facts. From official sources it is learned that the total area granted by the province of Quebec aggregates 13,324,950 acres; but the subsidies thus given have been converted into money on the basis of 52½ cents per acre. This would yield the sum of \$6,995,598.75, of which \$4,557,728.02 has actually been paid by the province. British Columbia has also been liberal in the same direction, and has alienated 5,287,387 acres of her territory in aid of five lines of railway. New Brunswick has granted 1,647,772 acres, and Nova Scotia 160,000.

Adding together the land grants of the Dominion and provinces a total of 52,183,063 acres is shown.

Nor is that all. The Dominion and Provincial Governments have guaranteed the bonds of railway companies to the extent of many millions of dollars. Just what the liability may be in this regard has not been definitely ascertained.

## RAILWAY CAPITAL.

The capital invested in Canadian railways, as shown in detail in the body of this report, is as follows:—

Shares.....	\$	588,563,591
Funded Debt.....		583,369,217
<b>Total.....</b>	<b>\$</b>	<b>1,171,937,808</b>

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This is below the amount heretofore reported, for the reason that in preceding years the cost of the Dominion and Ontario Government Railways, this year aggregating \$100,958,402, and aid from all sources, were included with capital. Net earnings for all railways of \$42,989,537.41, represent a rate of 3.66 per cent on the capital indicated.

Deducting the mileage of Government lines, in all 1890, it will be seen that the capitalization of railways in Canada is \$56,995 per mile. The cost of Government built, owned and operated lines in Canada is \$53,417 per mile, the Dominion railways having cost \$51,590 and the Ontario railway \$76,047 per mile.

Comparing this capitalization with that of the railways of other countries, the result is:—

United States.....	\$ 67,936 per mile.
United Kingdom.....	273,437 "
New South Wales.....	*63,063 "
Victoria.....	*63,113 "
India.....	*56,796 "
Canada.....	56,995 "

\*Actual cost.

In India, it may be explained, the railways are all owned, although not all operated, by Government. More than half the mileage, however, is narrow gauge.

### TRAFFIC.

The traffic on Canadian railways during 1907 showed substantial gains over the preceding year. In freight there was an increase of 5,899,422 tons, and in passengers 4,147,537 in numbers. Since 1875 the history of this movement is as follows:—

Year.	Passengers Carried.	Tons of Freight 2000 lb.	Year.	Passengers Carried.	Tons of Freight 2000 lb.
1875.....	5,190,416	5,670,837	1892.....	13,533,414	22,189,923
1876.....	5,544,814	6,331,757	1893.....	13,618,027	22,003,599
1877.....	6,073,233	6,859,796	1894.....	14,462,498	20,721,116
1878.....	6,443,924	7,883,472	1895.....	15,987,580	21,524,421
1879.....	6,523,816	8,348,810	1896.....	14,810,407	24,266,825
1880.....	6,462,948	9,938,858	1897.....	16,171,338	25,300,331
1881.....	6,943,671	12,065,323	1898.....	18,444,049	28,785,903
1882.....	9,352,335	13,575,787	1899.....	19,133,365	31,211,753
1883.....	9,579,984	13,266,255	1900.....	21,500,175	35,946,183
1884.....	9,982,358	13,712,269	1901.....	18,385,722	36,999,371
1885.....	9,672,599	14,659,271	1902.....	20,879,974	42,376,527
1886.....	9,861,024	15,670,460	1903.....	22,148,742	47,373,417
1887.....	10,698,638	16,356,335	1904.....	23,640,765	48,097,619
1888.....	11,416,791	17,172,759	1905.....	25,288,723	50,893,957
1889.....	12,151,105	17,928,628	1906.....	27,989,782	57,966,713
1890.....	12,821,262	20,787,469	1907.....	32,137,319	63,866,135
1891.....	13,222,568	21,753,021			



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Among the commodities which made up the above total freight tonnage were the following:—

Products of agriculture—	Tons.
Grain.....	5,776,731
Flour.....	1,402,386
Other mill products.....	654,179
Hay.....	803,918
Tobacco.....	10,042
Cotton.....	22,164
Fruit and vegetables.....	562,716
Other products of agriculture.....	289,525
Products of animals—	
Live stock.....	1,118,141
Dressed meats.....	400,900
Other packing house products.....	463,647
Poultry, game and fish.....	128,432
Wool.....	23,472
Hides and leather.....	154,157
Other products of animals.....	180,517
Products of mines—	
Anthracite coal.....	1,635,628
Bituminous ".....	11,805,060
Coke.....	547,303
Ores.....	2,209,860
Stone, sand, &c.....	2,083,336
Other products of mines.....	178,985
Products of forests—	
Lumber.....	7,542,475
Other products of forests.....	2,687,160
Manufactures—	
Petroleum and other oils.....	270,810
Sugar.....	232,620
Naval stores.....	1,674
Iron, pig and bloom.....	304,136
Iron and steel rails.....	190,380
Castings and machinery.....	231,159
Bar and Sheet metal.....	87,958
Cement, brick and lime.....	1,393,792
Agricultural implements.....	223,664
Wagons, carriages, tools, &c.....	42,129
Wines, liquors and beers.....	191,576
Household goods and furniture.....	256,208
Other manufactures.....	4,448,535
Merchandise.....	2,309,084
Miscellaneous.....	5,533,426

Of this traffic, 42,381,731 tons originated on the reporting roads and 13,848,240 were received from connecting lines.

## EARNINGS AND OPERATING EXPENSES.

The total earnings from operation for the year were \$146,738,214.68, of which \$95,738,079.21 came from freight service, \$45,730,652.29 from passenger service, and \$5,269,483.06 from other sources. This represented an increase of \$21,415,349.65, or 17.09 per cent over 1906. The operating expenses amounted to \$103,748,672.27, an increase over 1906 of \$16,619,242.78, or 19.07 per cent. The proportion of operating expenses to earnings was 70.70 per cent.

The earnings from freight service involved the hauling of 63,866,135 tons, from which a revenue of \$94,995,087.81 was received, and to which was added \$742,991.41 from stock yards, elevators, &c., making a total of \$95,738,079.21. The average earnings per ton were \$1.472. The earnings from passenger service came from the carrying of 32,137,319 passengers, yielding a revenue of \$39,184,437.64, plus \$1,626,704.64 from mails, \$3,277,695.09 from express and \$1,641,814.92 from miscellaneous items, such as extra baggage, storage, &c. To these joint sources of revenue were added \$122,537.75 from balance of car mileage, switching charges and hire of equipment, and \$5,146,945.31 from telegraph, rents and other items. The average receipts per passenger carried were \$1.423.

The operating expenses were divided as follows:—

		Per cent.
Maintenance of way and structures.....	\$20,887,091 66	20.13
“                    equipment.....	21,666,373 08	20.88
Conducting transportation .....	57,325,543 26	55.25
General expenses.....	3,869,669 27	3.74

Owing to the adoption of an entirely new classification, it is not practicable to compare these divisions of operating expenses with those of preceding years.

The net earnings of the year were \$42,989,537.41, as compared with \$38,193,430.54 for 1906. In volume this represents an increase of \$4,796,106.87, or a betterment of 12.55 per cent; but relatively the net result was 1.2 per cent lower than for 1906, the difference being as between 29.3 and 30.5 per cent of the gross revenue.

The earnings from freight service were considerably larger than in 1906; but owing to a change in classification an exact comparison of totals cannot be made. Approximately, however, there was an increase of \$14,304,964.14. Passenger service showed an expansion to the extent of \$7,827,815.25; while from other sources there was a decrease of \$839,977.61, due no doubt to the altered method of accounting.

The total earnings were equal to \$6,535.64 per mile of railway, and the operating expenses to \$4,620.90.

The earnings per train mile were \$1.953, and the operating expenses \$1.381.

The average earnings per ton of freight hauled were \$1.472. The average earnings per passenger carried were \$1.219.

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Perhaps the most valuable element of novelty in connection with the new railway statistics is the information relating to the average earnings per passenger per mile and the average earnings per ton per mile. These are regarded as basic factors in the railway problem, and without them useful and accurate comparisons cannot be made either as between railways or between countries. Under the old system they were not even asked for, and it has not now been an easy matter for some of the railways to comply with the requirements in this regard. A few have not been able to give the data at all. Their system of accounting had not been altered in time to carry out the prescribed classifications. For the first year covered by the new schedules, therefore, the results of this important inquiry are not wholly satisfactory. Nevertheless, the facts gathered have very considerable value.

First, with respect to passenger rates, returns were received from 68 out of 80 operating railways. The average revenue per passenger per mile for these 68 lines was 2.863 cents. Included with this number, however, were those roads in the western provinces and British Columbia which have special charter rights with regard to passenger charges. These railways are eight in number, and they have returned an average rate of 4.097 cents. Eliminating these eight lines, it may be said that 28 railways, having passenger earnings in excess of \$25,000 per annum, show an average charge of 2.232 cents. These figures are reduced as the calculation is applied to railways having a still higher earning power. For example, 18 roads with a passenger revenue beyond \$100,000 each yield an average of 2.083. Four railways, whose passenger revenue represents 71.11 per cent of the total for the year, return a rate of 2.070.

With regard to freight rates, 68 out of 84 operating lines reported, and the average rate per ton per mile of that number was 3.655 cents. Here again the western roads referred to in the preceding paragraph came in, along with some railways which do not engage in ordinary commercial traffic, as a disturbing element. To include their figures, representing an average of 12.352, would unfairly exaggerate the proper result. Cutting out these nine lines, the average for the remaining 59 railways, is 2.328. Taking the five principal railways with freight earnings of more than \$1,000,000 each, and representing 73 per cent of the total, the average charge per ton per mile is given at .702 cents.

The number of passengers carried one mile was 2,049,549,813, which would be the equivalent of an average journey per passenger of 64 miles. This is a relatively high average, the United States figures being 30.30, due almost directly to the small amount of suburban traffic carried by our railways, and to a low density of population. The number of tons of freight hauled one mile was 11,687,711,830, representing an average haul of 183 miles. This latter figure is also high. The United States is perhaps the only country with which a comparison might fairly be made, and in 1906 the average haul was 132 miles.

An analysis of operating expenses is possible this year for the first time, and in the process of years the comparisons which may be made of items should prove of great value. The returns were not absolutely complete. Several railways did not send in details, so that the totals under the various heads will not exactly make up the final aggregate. These difficulties are perhaps inseparable from the inauguration of a new system of statistics.

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Following, however, are the results:—

**Maintenance of ways and structures—**

Repairs of roadway .....	\$ 11,160,086 67
Renewals of rails.....	1,205,088 24
“       ties.....	2,230,575 56
Repairs and renewals,—bridges and culverts.....	1,408,552 02
“       “       fences, crossings, &c.....	481,129 18
“       “       buildings, &c.....	2,144,109 98
“       “       docks and wharfs.....	103,280 37
“       “       telegraph.....	265,183 58
Stationery and printing.....	30,599 20
Other expenses.....	78,663 70

**Maintenance of equipment—**

Superintendence .....	\$ 591,196 08
Repairs and renewals of locomotives.....	7,999,802 52
Repairs and renewals of passenger cars.....	2,473,908 84
Repairs and renewals of freight cars.....	6,933,574 61
Repairs and renewals of work cars.....	146,148 39
Repairs and renewals of marine equipment.....	33,221 35
Repairs and renewals of shop machinery and tools.....	738,833 13
Stationery and printing.....	74,466 22
Other expenses.....	815,751 04

**Conducting transportation:—**

Superintendence.....	\$ 1,611,297 91
Engine and roundhouse men.....	7,814,573 02
Fuel for locomotives.....	29,511,063 67
Water supply for locomotives.....	656,730 03
Oil, tallow and waste for locomotives.....	409,397 18
Other supplies for locomotives.....	193,970 04
Train service.....	6,228,136 56
Train supplies and expenses.....	1,873,515 88
Switchmen, flagmen, &c.....	2,013,294 16
Telegraph expenses.....	2,562,478 44
Station service.....	5,634,176 10
Station supplies.....	671,972 51
Switching charges—balance.....	114,516 96
Car mileage—balance.....	1,156,891 46
Hire of equipment—balance.....	106,008 61
Loss and damage.....	892,937 26
Injuries to persons.....	642,248 43
Clearing wrecks.....	426,784 63
Operating marine equipment.....	918,769 17
Advertising.....	451,673 54
Outside agencies.....	1,180,134 05
Commissions.....	77,509 43

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Conducting transportation—*Concluded.*

Stock yards and elevators.....\$	185,304 78
Rents for tracks, terminals, &c.....	542,199 81
Rents for buildings, &c.....	202,031 61
Stationery and printing.....	603,426 93
Other expenses.....	236,885 82

## General expenses:—

Salaries of general officers.....\$	723,956 74
Salaries of clerks, &c.....	918,157 19
General office expenses and supplies.....	195,204 97
Insurance.....	509,547 71
Law expenses.....	396,383 18
Stationery and printing.....	163,863 19
Other expenses.....	265,972 77

THE FOLLOWING TABLE GIVES THE EARNINGS OF CANADIAN RAILWAYS SINCE 1875 :—

Year.	Passengers. \$	Per cent.	Freight. \$	Per cent.	Mail and Express. \$	Per cent.	Other Sources. \$	Per cent.	Total. \$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.52	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,064	0.96	19,368,084
1877.....	6,458,493	34.46	11,321,264	60.40	744,741	3.97	217,554	1.16	18,742,063
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	3.87	208,763	1.01	20,520,078
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,925,066
1880.....	7,076,339	30.03	15,506,335	65.81	831,288	3.18	102,075	0.43	23,561,447
1881.....	8,223,254	29.34	18,666,962	66.69	846,159	3.37	145,332	0.51	27,967,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	236,857	0.81	29,027,789
1883.....	10,538,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	299,880	0.89	33,421,705
1885.....	10,559,796	32.78	19,962,083	61.94	1,283,307	3.98	422,306	1.31	32,227,469
1886.....	10,281,691	30.73	21,183,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,167	4.06	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,064	62.64	1,627,731	3.85	1,376,699	3.26	42,159,162
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	554,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.84	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,786,465	28.61	33,230,121	64.28	1,995,069	3.86	1,672,121	3.23	51,686,768
1893.....	15,087,299	29.12	32,936,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,528
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,398,082	4.07	2,033,069	4.02	50,545,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,108	4.35	52,353,276
1898.....	15,622,311	26.16	38,508,175	64.48	2,752,004	4.59	2,852,613	4.77	59,716,105
1899.....	16,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.41	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.60	46,665,103	64.01	3,105,457	4.25	3,731,865	5.12	72,898,749
1902.....	22,600,090	27.01	53,986,672	64.52	3,273,307	3.91	3,806,437	4.54	83,666,503
1903.....	24,862,109	25.88	63,089,448	65.67	3,386,145	3.83	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,091,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,459	5.01	108,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865
1907.....	39,243,244	26.75	95,247,091	64.90	4,904,399	3.34	6,911,298	5.01	146,738,214

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In order that comparisons may be made in earnings and operating expenses, the following table will be of service:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,775,532	81.1
1876.....	19,358,084	15,802,721	81.6
1877.....	18,742,053	15,290,091	81.5
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,840,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	77.1
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,389,381	24,177,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	32,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5
1907.....	146,738,214	103,748,672	70.7

## EQUIPMENT.

Having regard to the deep and general interest which has been manifested in the matter throughout the Dominion, special attention has been given during the year to the question of motive power and car supply. The railways were required to return details in this connection which had heretofore been disregarded. The result is encouraging, but puzzling. Comparing the returns for 1906 with those for 1907, the figures are as follows:—

	1906.	1907.	Increase.
Locomotives.....	2,931	3,504	573
Freight cars.....	96,565	113,514	16,949
Passenger cars.....	3,319	3,642	323

The 3,504 locomotives on Canadian railways last year were assigned to the following services:—

Passenger.....	964
Freight.....	2,206
Switching.....	334

Having regard to the volume of traffic, this motive power would represent an average of one passenger locomotive for every 33,337 passengers carried, and one freight locomotive for every 28,951 tons of freight hauled.

In freight equipment the comparison by classes of cars yields the following result:—

	1906.	1907.	Increase.
Box and stock.....	61,929	72,966	11,037
Flat.....	18,525	20,477	1,952
Coal.....	8,295	10,358	2,063
Refrigerator.....	1,655	1,917	262
Caboose.....	1,422	1,583	161
Other.....	4,739	6,213	1,474

The 'other' in the above list refers very largely to ballast, tool, tank, flanger and special cars required by the railways for their own work, including snow ploughs. Details with regard to these will be found in the body of the report.

As has been said, this large addition to the carrying capacity of our railways is encouraging. The puzzle arises when an attempt is made to ascertain whence these cars have come. Adding together the total car production of the country and the importations of the year—from which should be deducted the number put out of commission—there are several thousand cars to be accounted for. The same thing is true of locomotives. In this situation, two explanations are suggested: The railways may have under-estimated their supply of equipment for 1906, or they may have over-estimated their stock on hand for the past year. I am disposed to take the former view.



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Persistent complaints during the past two or three years with regard to an insufficient supply of cars for the handling of traffic offered have led to special inquiries. A supplementary schedule was sent out to all the railways, and among the questions asked were the following:—

1. Have you a sufficient supply of motive power?
2. If not, how many additional locomotives do you require?
3. Have you an adequate supply of cars for freight traffic?
4. If not, what is the approximate shortage?
5. How many cars used in your freight car service were destroyed, worn out, disposed of or otherwise put out of commission during the year ended 30th June, 1907?

Strange to say, only one railway admitted in a definite way a shortage of motive power and car supply. Yet it may safely be assumed there is a considerable deficiency. In the United States there were last year 8,810 cars of all classes for every 1,000 miles of railway. The total supply in Canada for 1907 was 5,218 for every 1,000 miles of railway. This comparison is clearly adverse to Canada. But in the United States the average number of tons hauled per freight car was 888, as compared with a service per car in Canada of 594 tons. In other words, each car in the United States was made to perform fifty per cent more carrying work than was a freight car in Canada. More second, third and fourth tracks, associated with density of traffic, may in part account for this material difference; but there is also the implication that we are not getting the maximum service out of the car supply actually available.

The number of locomotives per 1,000 miles of railway was 156, as compared with 232 in the United States.

Last year 16,949 freight cars were added to the total supply in Canada. But it must not be assumed that the congestion of traffic was relieved to that extent. In the first place cars wear out and are destroyed. The Master Car Builders' Association years ago fixed a depreciation of six per cent on wooden cars down to forty per cent of their first cost, which would establish the life of a car at somewhere about 20 years. Placing it at 25 years, however, and fitting that figure to the 96,565 freight cars in service in Canada in 1906, it will be seen that 3,862 new cars would have been required in 1907 to replace those which had passed out of commission. But that is not all. There were 1,099 miles of new railway put into operation during the year, and on the basis indicated in the preceding paragraph, and applied to 1906, this additional mileage would call for an equipment of 4,523 freight cars. These two sums make up 8,385. Allowing for a service of 594 tons per car, the 5,899,422 tons of additional freight handled in 1907 would require 9,932 new cars. Adding together the three sums indicated, we have a required addition of 18,317 freight cars in order to maintain normal conditions, or 1,368 more than were actually brought into use during the year.

Assuming that the calculation in the preceding paragraph with respect to the annual displacement of equipment is sound, it will be seen that for the current year 4,540 freight and 145 passenger cars will be required in order to maintain the supply available in 1907. New cars will also be needed for the mileage of railway under construction. As the result of special inquiries made during the year it may be safely taken for granted that these re-

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quirements can be met without going abroad. It was definitely ascertained that during the year ended 30th June last 13,352 freight and road cars were manufactured in Canada, as well as 397 passenger cars and 227 locomotives. This was probably the maximum producing capacity of Canadian shops for that year; but considerable enlargements were then being made to plant, and during the present year the figures given above will be exceeded. This is gratifying, and leads to the hope that the demands arising out of a swelling traffic and railway extension may be entirely met at home. There is this further fact to be taken into account, that last year 7,932 cars were reported as being leased, as compared with 1,126 in 1906. But these leased cars, which are included in the total, did not come from the United States, since the Customs returns show less than 500 brought into the Dominion during the nine months ended 31st March last.

For the year past many details were collected in relation to equipment which had previously been ignored. For example, the railways were required to report with respect to the capacity of cars, which is a very important factor. Complete figures in this regard were not secured; but considerable value attaches to the returns which were sent in. They account for ninety per cent of all the cars in service. Following is a summary:—

	Number.	Capacity in tons.
Box.....	66,934	1,848,980
Flat.....	20,118	535,167
Stock.....	4,731	122,550
Coal.....	10,060	291,638
Tank.....	132	2,632
Refrigerator.....	1,745	48,745
Other.....	1,820	59,200
Total.....	105,540	2,908,903

A statement like the foregoing tends to render the car supply problem more complex. By a simple calculation it transpires that if all the cars in the above list—and they probably represent the available stock for commercial purposes—had been loaded to their full capacity, it would have required just 21.9 days to transport the 63,866,135 tons of freight handled during the year. The box cars alone would have required 34.6 days to perform the same service; while the box, flat and stock cars combined could have done the work in 26.8 days. This is, of course, a somewhat fanciful way of measuring the car service of the Dominion, and it must not be considered as having a direct practical bearing; but it at least serves to show that the present equipment of our railways is capable of handling a larger freight traffic than arose last year without creating a stringency. It is manifest that railway managers have been doing their best to meet the public requirements, and yet they have not been able to silence the shippers who have been clamouring for cars.

It is obvious that the troubles of the railways have arisen as much from a shortage of motive power as from an inadequate supply of rolling stock, and the 573 locomotives added during the year have not entirely met this need. However, the producing capacity of Canadian shops has been so much enlarged within the past two years that it is probable our railways will be able to rapidly satisfy their requirements in this respect.

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It is, perhaps, not the legitimate function of the statistician to consider, except in a very general way, the public aspects of the car question; and yet it is manifest that there have been causes at work quite beyond the control of the railways. The Lord's Day Act has undoubtedly aggravated the situation. Mr. A. F. Dillinger, operating assistant to the traffic officer of the Board of Railway Commissioners, has recently reported with respect to complaints against the principal railway operating in the western provinces, and in that report he says: 'The effect of the Lord's Day Act upon the handling of traffic by the Company means a loss of 21 per cent of its capacity, leaving 79 per cent of the total capacity available.' This estimate is sustained by the testimony of railway managers in common. Applying it directly, it may be said that the effect of this measure is the equivalent of putting 23,838 freight cars out of commission, since that number is 21 per cent of the total supply.

The operations of the Manitoba Grain Act are also reported by Mr. Dillinger to have seriously hindered a satisfactory distribution of cars in the west, and the effect thereof has been sympathetically felt in the east. It is also clear that shippers have not increased their warehouse accommodation in keeping with the large expansion which has taken place during the past decade. Delays in loading and unloading have contributed to the congestion which has prevailed. These things cannot be disregarded in any effort that is made to locate the causes which have combined to create at times a distressing situation with regard to car supply. On the other hand, the railways must add very materially to their terminal, roundhouse, siding and repair facilities in order to bring about the relief that is being so urgently called for. It is not altogether a question of more locomotives and cars.

## TRAIN MILEAGE.

The total mileage for the year was 75,115,765, an increase of 2,392,283 miles over 1906. This increase applied almost wholly to passenger service, which would indicate that the railways are earnestly endeavouring to meet public needs in that regard. There was an actual reduction of 221,278 miles in the mileage of freight trains, notwithstanding the fact that 5,899,422 additional tons of freight were hauled. The explanation probably lies in the fact that heavier units and higher traction power are being used by the railways. A reduction of grades and curvatures by some of the principal railways has also permitted the hauling of heavier loads. Train mileage is a vital feature of railway operation.

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Following is the record of train and locomotive mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.	Engine Mileage.
1875.....	5,206,353	10,910,181	1,563,644	17,680,178	19,633,026
1876.....	5,837,461	9,616,148	2,650,019	18,103,628	21,001,052
1877.....	6,271,980	11,408,517	1,775,316	19,450,813	22,231,840
1878.....	6,225,327	9,981,786	3,462,334	19,669,447	24,091,600
1879.....	6,987,919	6,510,636	7,068,450	20,731,689	24,735,862
1880.....	7,312,168	10,775,380	4,157,292	22,427,449	26,575,969
1881.....	8,298,957	15,163,634	2,099,487	27,301,306	34,265,003
1882.....	15,074,891	15,638,013	2,375,393	27,846,411	33,374,847
1883.....	9,651,427	16,123,337	10,951,424	37,416,092	47,688,528
1884.....	9,315,694	15,710,630	4,254,595	29,758,676	37,390,874
1885.....	9,511,455	16,382,553	4,729,681	30,623,689	38,749,234
1886.....	9,214,131	15,914,127	5,182,557	30,481,086	37,359,499
1887.....	10,838,993	17,997,819	4,539,900	33,638,748	43,276,468
1888.....	11,859,684	20,651,834	4,763,318	37,391,206	46,489,229
1889.....	12,900,483	20,739,391	5,179,506	38,819,380	47,708,138
1890.....	14,362,870	22,428,249	5,058,210	41,849,329	49,512,630
1891.....	14,987,647	23,592,370	4,819,161	43,399,178	56,950,343
1892.....	15,237,093	24,399,014	4,812,361	44,448,468	56,994,253
1893.....	15,859,978	23,220,761	5,305,214	44,385,953	57,587,382
1894.....	16,542,860	21,423,496	5,803,673	43,770,029	57,401,514
1895.....	15,332,276	19,939,699	5,389,915	40,661,890	51,339,885
1896.....	15,846,645	23,299,776	5,354,181	44,500,602	55,786,960
1897.....	17,237,974	23,595,000	4,947,877	45,780,851	54,729,490
1898.....	19,305,693	26,868,366	4,514,424	50,688,283	60,103,944
1899.....	20,093,378	26,922,348	5,199,481	52,215,207	64,582,807
1900.....	20,922,098	24,662,906	9,592,867	55,177,871	67,712,252
1901.....	19,115,472	23,888,302	10,345,620	53,349,394	68,621,424
1902.....	21,104,036	24,891,813	9,734,007	55,729,856	70,275,615
1903.....	22,095,705	28,840,434	9,446,781	60,382,920	77,178,493
1904.....	23,502,876	28,278,310	9,530,816	61,312,002	80,508,064
1905.....	25,428,018	34,372,998	6,133,098	65,934,114	84,335,732
1906.....	28,071,648	39,045,168	5,606,666	72,723,482	94,180,788
1907.....	30,220,461	39,923,890	5,971,414	75,115,765	100,154,966

The locomotive mileage includes construction work during the year 1907. It may have been omitted in part in preceding years.

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The following table throws light on the relationship between freight earnings and train mileage:—

Year.	Freight Earnings.	Train Mileage.	Number of Tons carried.	Earnings per Train mile.	Average Earnings per Ton carried.
	\$	Miles.	Tons.	\$ cts.	\$ cts.
1875.....	12,073,570	12,473,825	5,670,837	.968	2.129
1876.....	12,211,158	12,266,167	6,331,757	.995	1.928
1877.....	11,321,264	13,178,833	6,859,796	.859	1.650
1878.....	13,129,191	13,444,120	7,883,472	.977	1.665
1879.....	12,509,093	13,579,086	8,348,810	.921	1.498
1880.....	15,506,935	14,932,672	9,938,858	1.038	1.560
1881.....	18,666,982	17,263,121	12,065,323	1.081	1.547
1882.....	17,729,945	18,013,406	13,575,787	.984	1.305
1883.....	21,320,208	27,074,761	13,266,255	.787	1.607
1884.....	20,763,243	19,965,225	13,712,269	1.039	1.514
1885.....	19,962,058	21,112,234	14,659,271	.946	1.371
1886.....	21,183,967	21,096,684	15,670,460	1.004	1.351
1887.....	24,581,047	22,537,719	16,356,335	1.091	1.502
1888.....	26,410,084	25,415,152	17,172,759	1.039	1.537
1889.....	26,671,049	25,918,897	17,928,626	1.029	1.487
1890.....	29,921,788	27,486,459	20,787,469	1.089	1.439
1891.....	30,548,645	28,411,531	21,753,021	1.075	1.404
1892.....	33,230,121	29,211,375	22,189,923	1.138	1.502
1893.....	32,935,028	28,525,975	22,003,599	1.155	1.496
1894.....	29,982,482	27,227,169	20,721,116	1.101	1.446
1895.....	29,545,490	25,329,614	21,524,421	1.166	1.372
1896.....	32,368,082	28,653,957	24,266,825	1.130	1.333
1897.....	33,522,102	28,542,877	25,300,331	1.174	1.324
1898.....	38,508,175	31,382,790	28,785,903	1.227	1.340
1899.....	40,101,036	32,121,829	31,211,753	1.248	1.284
1900.....	45,643,699	34,255,773	35,946,183	1.332	1.269
1901.....	46,665,103	34,233,922	36,999,371	1.363	1.261
1902.....	53,986,672	34,625,820	42,376,527	1.559	1.273
1903.....	63,089,448	38,287,215	47,373,417	1.648	1.331
1904.....	64,673,919	37,809,126	48,097,519	1.711	1.344
1905.....	68,203,320	40,506,096	50,893,957	1.684	1.340
1906.....	81,433,115	44,651,834	57,966,713	1.824	1.405
1907.....	94,995,087	44,895,304	63,866,135	2.116	1.472

It will be observed that the earnings per freight train mile show a substantial increase, in keeping with the tendency of recent years. This would imply better methods and growing economy in the handling of traffic. In the last analysis, every dollar expended in connection with a railway arises out of, or leads up to, the running of trains. With regard to passenger trains, the average earnings per train mile for 1907 were 1.513.

In this connection it is instructive to compare the cost in different years of running a train one mile. For this purpose all trains are taken together. The showing for ten years is as follows:—

1898.....	\$0.772	1903.....	\$1.117
1899.....	0.779	1904.....	1.216
1900.....	0.864	1905.....	1.213
1901.....	0.944	1906.....	1.198
1902.....	1.028	1907.....	1.249

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On the other hand, the gross earnings per train per mile, all trains included, have been as follows:—

1898.....	\$1.178	1903.....	\$1.591
1899.....	1.192	1904.....	1.634
1900.....	1.282	1905.....	1.614
1901.....	1.366	1906.....	1.723
1902.....	1.501	1907.....	1.953

Comparing these two tables, it will be observed that the relative increase in the gross earnings per train mile have been greater than the cost per train mile. The increase in the cost per train mile for the ten years period was 60.6 per cent, as against an increase of 66.8 in the gross earnings per train mile.

### ACCIDENTS.

The record of accidents has this year been gathered with a greater regard to details than heretofore; so that a comprehensive analysis may now be made. The general result is as follows:—

	Killed.	Injured.
Passengers.....	70	352
Employees.....	249	1,126
Trespassers.....	195	125
Non-trespassers.....	70	88
Postal clerks, &c.....	3	7
Total.....	587	1,698

This represents the greatest number of persons, both killed and injured, in the history of Canadian railways; yet with respect to passengers killed, there have been two worse years—1889 and 1903—measuring the fatalities against the total number of persons carried.

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The comparative record with regard to persons injured was also exceeded in 1903. The following table will make this clear:—

Year.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.		PASSENGERS	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888.....	20	70	107	619	104	86	213	775	534,931	152,837
1889.....	37*	103	89	637	84	135	210	875	328,408	117,971
1890.....	11	52	83	682	124	101	218	835	1,165,569	246,562
1891.....	13	105	65	582	118	131	193	818	1,017,120	125,929
1892.....	14	43	110	697	109	139	233	879	986,672	314,730
1893.....	11	57	72	331	133	120	216	708	1,238,002	238,912
1894.....	12	64	67	521	132	107	211	694	1,205,208	225,976
1895.....	9	47	51	489	127	122	187	658	1,554,175	297,608
1896.....	11	62	46	446	104	111	161	619	1,346,400	238,877
1897.....	7	70	76	579	130	158	213	807	2,310,191	231,019
1898.....	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899.....	20	119	119	882	145	184	284	1,185	956,668	160,784
1900.....	7	131	123	941	196	245	325	1,317	3,071,453	164,123
1901.....	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902.....	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903.....	53	258	186	956	181	239	420	1,453	417,900	85,848
1904.....	25	232	192	214	178	259	395	705	946,630	101,899
1905.....	35	244	206	920	227	193	468	1,357	722,535	103,642
1906.....	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907.....	70	352	249	1,126	268	220	587	1,698	459,104	91,299

In addition to the foregoing, there were loss of life and injuries caused by railways apart from the movement of trains. In preceding years this information was not gathered, since it relates largely to shopmen and other employees not engaged in the actual work of operation. It increases the toll, however, by 11 lives lost and 454 persons injured, and brings the total up to 598 persons killed and 2,152 injured.

With respect to passengers, the causes of accidents are divided up as follows:—

	Killed.	Injured.
Collisions.....	26	93
Derailments.....	21	127
Parting of trains.....	..	3
Falling from trains, cars, &c.....	2	36
Jumping on or off trains, &c.....	10	38
Struck at highway crossing.....	4	7
Struck at stations.....	4	3
Struck on track.....	..	1
Other causes.....	3	44

With regard to the 249 employees who were killed in connection with the movement of trains or cars, and the 1,126 who were injured, the following causes are assigned:—

	Killed.	Injured.
Coupling or uncoupling.....	34	141
Collisions.....	46	135
Derailments.....	12	56
Parting of trains.....	2	16
Locomotives or cars breaking down.....	1	6
Falling from trains, locomotives or cars.....	32	186
Jumping off or on trains, locomotives or cars.....	7	66
Struck by trains, locomotives or cars.....	85	130
Overhead obstructions.....	2	13
Other causes.....	28	377

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By classes these employees were divided up as follows:—

Trainmen.....	149	781
Trackmen.....	53	104
Switch tenders, watchmen, &c.....	7	47
Station men.....	3	3
Shopmen.....	9	16
Telegraph employees.....	..	3
Other employees.....	28	167

Trespassers figure largely in the casualty list. A considerable number of these are tramps and the flotsam of human life, who steal rides or wander along the right of way. Of these 185 were killed and 125 injured. The returns show that 122 lost their lives, and 55 were injured, at various points along the track; 21 were killed at highway crossings, and a like number at stations. At first glance it seemed anomalous that any one could be regarded as a trespasser at a public crossing, or at a station; but it is assumed that such accidents occurred to persons who had attempted to cross the track, or pass under or over trains, in cities when the guard gates were down, while those killed at stations were obviously persons who should not have been there.

Of non-trespassers, 70 were killed and 88 injured. This sad sacrifice is in large measure the story for the year of the deadly level crossing. Of the 70 killed, 48 lost their lives at highway intersections, and at similar points 49 were injured. In one way and another, whether as trespassers or non-trespassers, 69 persons all told were killed at crossings and 67 injured. In no preceding year has this record been reached. At stations 6 were killed and 4 injured, while at other points along the track 5 were killed and 12 injured. 'Other causes' cover the cases of 5 killed and 14 injured. The loss of one life of a non-trespasser is attributed to derailment. Eight persons similarly classified were injured by derailments and collisions.

Perhaps the most appalling fact in connection with the returns for the year was the killing of 34 persons engaged in coupling or uncoupling cars. The highest number for any previous year was 27. One hundred and forty-one railway employees were also injured from this cause. It was assumed that the compulsory use of automatic couplers would completely do away with the risk of life and limb associated with the making up of trains; yet the number of fatalities last year was more than three times the average rate for any ten years during which the old link and pin were in universal use.

The air-brake is now in general use. This device was expected to practically eliminate casualties through falling off trains in motion; yet from this cause 32 employees lost their lives last year. In the days of the old hand-brake such an amazing total was not in any year reached.

When viewing this waste of human life, and the scarcely less deplorable record of maimings and sufferings, the question naturally arises as to what proportion of these accidents could properly be regarded as preventable. This cannot be accurately determined. Yet into all of them the element of negligence or culpability must enter in some degree. Manifestly, all collisions are the result of blunders or dereliction of duty on the



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part of those directly responsible for the running of the trains. From this cause 73 lost their lives last year and 232 were injured. Derailments brought about the killing of 35 other persons and the injuring of 207. Here again it may be said, speaking broadly, that accountability cannot be shirked by all concerned. Given a proper roadbed, sound equipment and safe speed, and derailments are practically impossible.

At this juncture comes in the problem of the broken rail, to which some of the brightest minds in the world are just now giving very serious attention. The facts warrant this. If to the dangers heretofore attaching to railway travel has been added a new risk in connection with the rails in use, the case would appear to be especially grave. Against such a danger no system of operation, nor care with regard to equipment or roadbed, could provide any effective guard. None of the ordinary precautions apply. Whatever is done to ensure safety in this respect must be done at the rolling mills; for it would appear that the defects which lead to fractures are created during the process of manufacture.

With some care I have during the year endeavoured to ascertain the basic facts—first, as to whether or not the breaking of rails is an increasing menace to safety, and second, as to the fundamental cause of these fractures. It has been impossible to reduce the matter in so far as Canadian interests are involved to a statistical basis, in which numbers may be used. In at least one of the States, however, the inquiry has been methodical and comprehensive. From data gathered by the Board of Railway Commissioners for the State of New York, it appears that 1,331 broken rails were removed from the tracks of the principal lines operating in that State during the months of January, February and March, 1905; 826 during the corresponding period in 1906, and 3,014 in 1907. The rails were of all the weights ordinarily in use; but breaks occurred most frequently in those which ran from 80 lbs. to the yard upwards. Curiously, defects developed in many cases in rails which had been in service for ten years and over; so that imperfections would not appear to cause immediate trouble. This complicates the problem.

At the meeting of the American Railway Association in Chicago last spring, at which ninety-eight per cent of all the lines in the United States and Canada were represented, this matter was very carefully considered. A committee of experts was appointed to weigh the evidence submitted and make a report on the whole question. The net result was to cast doubt on the integrity of American rolled rails. So great has been the demand during recent years for steel rails that the rolling mills have shortened the process of production. It would take up a large amount of space to go into the somewhat technical details involved, and it may serve immediate purpose to say that the trouble is believed to be due in part to the chemical constituents of the ingot and in part to insufficient manipulation. It has long been known that certain impurities in the molten metal find their way to the top of the ingot during the process of cooling. These impurities affect in a measure the degree of brittleness. It had been the practice of conscientious rail manufacturers to cut off the upper part of the ingot, representing as high as twenty-five per cent of the whole, and roll only the clarified remainder; but in the endeavour to meet the demands upon them practically all the mills have been partly disregarding this precaution. In some cases not more than fifteen per cent of the ingot has been shorn away, thus permitting impurities to pass into the finished product. To this factor of unsoundness another has been added as the direct result of improper haste. The passage of these impurities by gravitation to the top

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of the ingot sometimes causes gas spaces to form. If carried into the rail these bubbles create 'pipes,' which are always a serious defect. By proper and sufficient rolling these 'pipes' may be either eliminated or very materially reduced. But in the rush of production the number of passes through the rollers, which ought to be not less than from twenty-two to twenty-five, has been reduced to fifteen, and sometimes fourteen.

This analysis of conditions governing the process of manufacture probably explains why broken rails are multiplying. It has not been possible to gather with precision the facts relating to Canada; but sufficient has been ascertained to make it clear that this menace to safety prevails here, as elsewhere. The matter was taken up quite comprehensively at the meeting of the Canadian Society of Engineers in May last. The fact was brought out during the discussion that in the year 1906, on three railways, 537 rails had broken, of which 439 had been in service for one year and under. The character of Canadian ores was alluded to as one of the difficulties encountered by our own manufacturers; but there was a consensus of judgment that here, as in the United States, the fundamental trouble had grown out of the keen competition on one hand and the pressure upon the mills on the other. These things have led to the economizing of labour to a degree which has meant poor and defective rails. That, however, is bad economy which leads to the wasting of human lives and valuable property. The killing of 35 persons and the injury of 287 by derailments may in some degree have been the price which Canada paid last year for the hasty and imperfect production of steel rails.

Can comparative safety in railway travel be brought about? The answer must be in the affirmative. It is largely a matter of cost, on one hand, and integrity, on the other. That is to say, if proper provisions against casualties are made by the railways, and every individual associated with the running of trains does his duty, this frightful annual toll of life and limb would be very much reduced. The first step would be the introduction of a thoroughly tested block system; and while this would be primarily expensive, in the course of years it would undoubtedly be a prudent investment. Closer inspection of new rails, roadbed and equipment would eliminate other causes of disasters. But back of all these measures would lie the human element. To somebody's mistake each mishap is due. Recently it has been the policy of the Crown to take criminal proceedings against railway employees concerned in fatal accidents, and a number of convictions were recorded during the year. It remains to be seen whether or not greater care can be developed by such means.

The money waste involved in railway accidents is partly exposed in the charges to operating expenses in 1907 of \$642,248 for injuries to persons, \$426,785 for clearing wrecks and \$892,937 for loss and damage—a total of \$1,961,970.

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## FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel in the supplying of motive power is one of the chief items in the conduct of a railway. Hitherto information in this regard had not been gathered. Special interest will therefore attach to the subjoined table:—

Class of Locomotive.	COAL.		WOOD.		Total tons of Fuel.	Miles run.	Fuel consumed per 100 miles.
	Anthracite.	Bituminous.	Hard.	Soft.			
	Tons.	Tons.	Cords.	Cords.			Tons.
Freight.....	9,797	3,173,101	367	21,348	*3,194,510	43,824,909	7.29
Passenger.....		1,325,955	222	9,559	1,331,178	29,110,258	4.57
Mixed.....		301,041	690	1,398	303,549	7,492,278	4.05
Switching.....		555,438	68	3,929	557,576	14,816,272	3.76
Construction.....	48	222,283	1	1,497	223,141	4,911,249	4.54
Total.....	9,845	5,577,818	1,348	37,731	5,608,954	100,154,966	

\* Two cords of wood calculated as one ton of fuel.

The average cost of coal at the point of distribution was \$2.81. The total fuel bill of all the railways, apart from the cost of 223,141 tons used in connection with construction work, was \$15,137,504.48. This was equal to 14.59 per cent of the operating expenses ; but must be read in the light of the figures at page 16, which places the final cost of fuel at \$29,511,063.67.

The total amount of fuel consumed in all services was 5,608,954 tons. It will be observed that the average consumption of fuel per 100 locomotive miles was as follows:— Freight, 7.29 tons; passenger, 4.57; mixed, 4.05; switching, 3.76; and construction, 4.54. Applying the average cost to the average consumption, it is found that \$20.48 would be expended on a freight train for the distance indicated, and \$12.94 on a passenger train.

In the operating expenses for the year is found a charge of \$29,511,063.67 for fuel for locomotives. Divided by the tons given in the above table, this would mean a cost of \$5.26 per ton. The actual cost of coal at points of distribution, as reported by the railways, was considerably below this figure, and there is a difference of over \$12,000,000 between the fuel bill thus made up and the total included with operating expenses. The sum indicated would probably be the cost of handling.

## EMPLOYEES AND THEIR COMPENSATION.

The number of persons in the employ of Canadian railways during the year 1907 was shown to be 124,012. Never before has this important information been available from any source, and the facts are presented with satisfaction as demonstrating the value of the new schedules.

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Quite naturally, some little confusion arose in this first year with respect to the interpretation of the schedules in relation to average rates of pay; but the results as figured out may be accepted as being reasonably accurate. In future years it will be particularly interesting and instructive to follow in a comparative way the figures in the several columns.

The following table shows the number of employees of each class and their average daily compensation:—

Employees.	No.	Average daily compensation.
General officers.....	336	\$11.07
Other officers.....	461	4.11
Office clerks.....	4,214	1.68
Station agents.....	2,536	1.90
Other stationmen.....	11,829	1.57
Enginemen.....	4,351	3.91
Firemen.....	4,760	2.40
Conductors.....	2,911	3.20
Other trainmen.....	8,261	2.00
Machinists.....	2,486	2.09
Carpenters.....	3,215	2.09
Other shopmen.....	12,579	1.98
Section foremen.....	3,903	1.90
Other trackmen.....	30,614	1.45
Switch tenders and watchmen.....	2,364	1.83
Telegraph operators and despatchers.....	2,987	1.87
Floating equipment employees.....	5,426	1.18
All other employees.....	20,779	1.80
Total.....	124,012	

The total amount paid during the year in salaries and wages was \$58,719,493. This was equal to 56.59 per cent of the total operating expenses. The distribution of this large sum was as follows:—

	No.	Amount.
General administration.....	5,126	\$ 3,760,138
Maintenance of way and structures.....	48,516	15,398,885
Maintenance of equipment.....	21,495	12,161,917
Conducting transportation.....	48,875	27,398,553
Total.....	124,012	\$58,719,493

These figures suggest the vast army of people who obtain their livelihood in connection with the transportation interests of the Dominion. When to the persons employed by the railways are added those engaged in the canal service, in shipping, and, directly and indirectly, in the production of cars, locomotives, rails, ties, lumber, paints, oils and materials generally, and the whole is multiplied by the family number of five, it will probably be found that quite 20 per cent of the whole population win their daily bread from the carrying trade.

## ELECTRIC RAILWAYS.

The electric railway interests of the Dominion made satisfactory progress during the year. The paid up capital was increased by \$11,337,505, bringing the total amount up to \$75,195,475. The mileage, however, remained almost stationary, and stands at 814.52. The gross earnings were \$12,630,430, showing a betterment of \$1,663,559 over the preceding year. The operating expenses, which aggregated \$7,737,251, were larger by \$1,062,214, leaving a favourable balance of \$4,971,624. The proportion of operating expenses to gross earnings was 61.25, which must be regarded as highly encouraging. The total number of passengers carried was 273,999,404, a gain of 36,344,330 over 1906. The growth of street railway traffic is a striking illustration of the ready recognition accorded to transportation facilities.

A special effort was made during the year to ascertain the total amount of capital invested in the construction and equipment of electric railways in Canada; but the difficulties were for the time being insurmountable. The returns received showed a total cost of roads and rolling stock amounting to \$52,399,818; but it was not practicable to obtain reliable figures with respect to the primary outlay on seven systems which were either in process of construction or had been purchased at forced sale. I have made a somewhat careful estimate of the probable investment in connection with these lines, and think it may safely be put down at not less than \$13,000,000. This would bring the total up to more than \$65,000,000. During the current year it is hoped that a complete and accurate statement may be made up.

With your approval I issued this year a special schedule having as its object the gathering of authentic data in relation to the employees and equipment of electric railways in the Dominion. This information was not hitherto available, and it was exceedingly gratifying to receive practically complete returns. When tabulated the answers gave the following interesting results:—

Staff officers.....	190
Clerks.....	483
Conductors.....	2,394
Motormen.....	2,252
Other employees.....	3,712
Total employees.....	9,031
Total pay list.....	\$5,291,585

It will be seen that the total pay list represents 68.26 of the total operating expenses. With respect to equipment, it was ascertained that 207 cars were added during the year, of which 162 were of Canadian manufacture. Of all the rolling stock in use 75.50 per cent was found to have been produced in the Dominion.

It was thought well to prepare a digest of electric railway statistics from the year 1901, when the collecting of information was begun. Following are the results:—

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## ELECTRIC RAILWAYS—COMPARATIVE STATISTICS.

	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Total mileage.....	*\$74.58	557.59	759.36	766.50	793.12	813.74	814.53
Paid up capital.....	\$30,076,018	41,593,063	47,096,453	50,399,188	61,033,321	63,837,967	73,557,795
Gross earnings.....	\$5,768,293	6,466,438	7,233,577	8,453,699	9,357,125	10,946,871	12,630,430
Net earnings.....	\$2,336,120	2,883,483	3,760,810	3,127,092	3,458,931	4,291,834	4,971,634
Expenses—	\$3,550,637	6,193,915	6,888,409	8,052,372	8,932,913	10,438,000	12,013,431
Passenger traffic.....	\$25,082	117,917	184,188	182,143	216,022	288,106	344,367
Freight.....	\$35,123	117,917	184,188	182,143	216,022	288,106	344,367
Mails and express.....	\$35,123	117,917	184,188	182,143	216,022	288,106	344,367
Other sources.....	\$35,123	117,917	184,188	182,143	216,022	288,106	344,367
Total operating expenses.....	\$3,550,637	6,193,915	6,888,409	8,052,372	8,932,913	10,438,000	12,013,431
Maintenance of way and buildings.....	\$3,435,375	3,802,855	4,476,558	5,296,516	5,918,194	6,675,037	7,737,251
Cost of motive power.....	\$310,892	\$45,887	\$49,326	\$60,146	\$68,856	\$76,787	\$85,684
Maintenance of cars.....	\$322,700	\$41,987	\$47,400	\$57,400	\$65,400	\$73,400	\$81,400
General and operating charges.....	\$2,286,463	\$2,852,088	\$3,607,517	\$4,359,213	\$4,747,073	\$5,243,075	\$5,912,783
Total car mileage.....	\$1,750,754	\$3,833,841	\$5,028,517	\$6,068,194	\$6,950,101	\$7,918,536	\$8,981,227
Passengers carried.....	120,934,656	137,681,402	153,662,812	181,689,998	203,467,317	237,655,074	273,999,404
Tons of freight carried.....	287,926	266,182	371,286	400,101	510,350	566,024	479,731

\* Improperly included, double track and sidings.

## ACCIDENTS.

Year.	KILLED.			INJURED.			PASSENGERS.		
	Employees.		Total.	Employees.		Total.	Number carried.	Killed one in every	Injured one in every
	Passengers.	Others.		Passengers.	Others.				
1901.....	3	1	15	158	58	98	120,934,656	40,311,552	255,137
1902.....	9	1	32	410	33	120	137,681,402	15,297,933	335,808
1903.....	10	7	39	504	62	212	155,662,812	15,566,281	308,855
1904.....	10	3	53	508	64	272	181,689,998	18,168,999	357,657
1905.....	30	3	56	862	87	347	203,467,317	6,782,243	236,041
1906.....	11	2	47	1,085	127	441	237,655,074	21,608,006	219,037
1907.....	27	7	71	998	216	532	273,999,404	10,148,126	277,327

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It will be seen that the mileage has increased since 1902 by 46.0 per cent. Within six years other important increases by percentages are: Paid up capital 88.2; gross earnings 118.9; net earnings 113.0; operating expenses 125.2; passengers carried 126.5 and tons of freight carried 66.3. While the volume of freight traffic is not relatively large, it nevertheless indicates the possibilities in that regard. There has been a small decline during the past two years; but on lines equipped for that class of transportation, and following an enterprising policy, the growth has been satisfactory.

The records of accidents for the year is distressing. The killing of 71 persons and the injuring of 1,736 others reveals the sacrifice which would appear to be inseparable from the operation of electric railways. The danger is manifestly in proportion to the number of cars run and the population served thereby, since out of 71 fatal accidents 22 took place in Montreal and 20 in Toronto. Singularly, however, not a single passenger was killed in Montreal, while nine lost their lives in Toronto. Of the 1,736 non-fatal accidents, many of which were of a minor character, 490 occurred in Montreal and 696 in Toronto. The table on page 34 affords additional information with regard to accidents.

Thus, while but one passenger in every 40,311,552 was killed in 1901, this proportion was reduced to 6,782,243 in 1905, and last year it stood at 10,188,126. The average for the seven years was one in every 18,268,306.

I have the honour to remain, sir,

Your obedient servant,

J. L. PAYNE,  
*Comptroller of Railway Statistics.*

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TABLE 1.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	SINGLE TRACK.						
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
1	Alberta Ry. and Irrigation Co.	111 29	58				1 60	113 42
2	Albert Southern	19 00						19 00
3	Algoma Central & Hudson Bay.	89 64						89 64
4	Atlantic and Lake Superior.	100 00						100 00
5	Atlantic, Quebec and Western (under construction).							
6	Bay of Quinté	78 00	11 37				19 00	108 37
7	Bedlington and Nelson	15 30			8 67			23 97
8	Beersville Coal and Ry. Co.	8 63						8 63
9	British Yukon	85 80	4 52					90 32
10	Brockville, Westport and North-western	45 00						45 00
11	Bruce Mines and Algoma.	17 28						17 28
12	Bustouche and Moncton	32 00						32 00
13	Brandon, Saskatchewan & Hudson Bay	69 45						69 45
14	Bessemer and Barry's Bay	5 00						5 00
15	Canada Coals and Ry. Co	12 00						12 00
16	Canada Southern	226 18	156 01					382 19
	Canadian Government Rys.—							
17	Intercolonial	1,408 29	42 90				40 30	1,491 49
18	Prince Edward Island	150 90	116 60					267 50
19	Canadian Northern	1,146 26	1,068 80		349 44			2,564 50
20	Canadian Northern Ontario	144 80	2 00				4 00	150 80
21	Canadian Northern Quebec.	169 00	82 60					251 60
22	Canadian Pacific	2,564 50	1,979 60	992 20	3,168 50	168 50	37 30	8,920 60
23	Cape Breton	31 00						31 00
24	Caraguet	68 00			16 78			84 78
25	Carillon and Grenville.	13 00						13 00
26	Central Ontario	125 75	1 14			9 60		136 49
27	Crow's Nest Southern.	53 20						53 20
28	Cumberland Ry. and Coal Co.	32 00						32 00
29	Dominion Atlantic.	241 12	4 84		32 00		14 51	292 47
30	Edmonton, Yukon and Pacific.	4 50						4 50
31	Elgin and Havelock	27 00	1 00					28 00
32	Esquimalt and Nanaimo.	78 00						78 00
33	Grand Trunk Pacific (under construction)							
34	Grand Trunk (in Canada).	2,945 73			161 30		9 87	3,116 90
35	Grand Trunk (Canada Atlantic).	391 97			59 85			451 82
36	Halifax and South-western	246 80	122 41				2 30	371 51
37	Hampton and St. Martins	30 00						30 00
38	Hereford	52 85						52 85
39	Hillcrest Ry., Coal and Coke Co.	1 50						1 50
40	International of New Brunswick.	29 00						29 00
41	Inverness Ry. and Coal Co.	61 00	4 50					65 50
42	Irondale, Bancroft and Ottawa.	48 00						48 00
43	Kaslo and Slokan, B.C.	28 33	3 40					31 73
44	Kent Northern	27 00						27 00
45	Kettle River Valley	3 86						3 86
46	Kingston and Pembroke	103 40	6 40					109 80
47	Klondyke Mines	31 50						31 50
48	Lake Erie and Detroit River.	198 81			23 66		6 75	229 22
49	Liverpool and Milton	5 28	25					5 53
50	Lotbinière and Megantic.	30 00						30 00
51	Maganetawan River	1 91						1 91
52	Manitoulin and North Shore.	12 15	1 54					13 69
53	Massawippi Valley	31 95	3 51					35 46
54	Montreal and Atlantic.	102 90			60 50			163 40
55	Montreal and Province Line.	58 60	2 53					61 13
56	Montreal and Vermont Junction	23 60						23 60
57	Morrissey, Fernie and Michel.	5 85			5 00			10 85
58	Midland of Manitoba.	77 01						77 01



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the Year ending June 30, 1907—All Tracks.

SECOND TRACK.										
New line con- structed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line con- structed during year.	Rails.  Steel.	Number.
	Iron.	Steel.	Main line.	Branches and spurs.						
		111.82								1
		19.00								2
0.17		89.64								3
		100.00								4
										5
		89.37								6
		23.97								7
		8.63								8
		90.32								9
										10
		45.00								11
		17.28								12
		32.00								13
69.45		69.45								14
5.00		5.00								15
		12.00								16
		382.19	226.18	16.80			242.96	92.51	242.98	17
		1,451.19	16.00			28.18	44.18		16.00	18
	1.30	266.20								19
130.83		2,584.50								20
146.80		146.80								21
		251.60								22
377.00		8,883.30	80.40		44.80		125.20	81.00	125.20	23
		31.00								24
		84.78								25
		13.00								26
		136.49								27
		53.20								28
		32.00								29
2.00	2.84	275.12								30
		4.50								31
		28.00								32
		78.00								33
		3,107.03	667.42				667.42		667.42	34
		451.82								35
125.80		369.21								36
		30.00								37
		52.85								38
1.50		1.50								39
		29.00								40
		65.50								41
		48.00								42
		31.73								43
		27.00								44
		3.86								45
	6.40	103.40								46
16.50		31.50								47
		222.47				78	78			48
		5.53								49
		30.00								50
		1.91								51
		13.69	1.38							52
		35.46					1.38		1.38	53
		163.40	6.40				6.40		6.40	54
		61.13								55
		23.60								56
		10.85								57
77.01		77.01								58

7-8 EDWARD VII., A. 1908

TABLE 1.—SUMMARY of Mileage Operated for the

Number.	Name of Railway.	SINGLE TRACK.					
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract etc.	Line operated under trackage rights.
		Main line.	Branches and spurs.				
59	Nelson and Fort Sheppard . . .	55.42					4.70
60	New Brunswick Coal & Ry. Co..	58.00					
61	New Brunswick & Prince Edward Island . . .	36.00					
62	New Brunswick Southern . . .	82.50					
63	New Westminster Southern . . .	24.10					1.48
64	Nesbosing and Nipissing . . .	5.50					
65	Nova Scotia Steel and Coal Co..	12.50					
66	Orford Mountain . . .	48.00					
67	Ottawa and New York . . .	56.90					1.90
68	Philipsburg Ry. and Quarry Co..	6.00					
69	Pontiac and Renfrew . . .	4.25					
70	Princeton Branch of Washington Co. Ry. (U.S.) . . .	5.10					
71	Quebec Bridge & Ry. Co. (under construction) . . .						
72	Qu'Appelle, Long Lake and Saskatchewan . . .	250.02	3.94				
73	Quebec Central . . .	222.00					
74	Quebec and Lake St. John . . .	241.00	5.40				
75	Quebec Ry., Light and Power Co	24.00				2.00	
76	Quebec, Montreal and Southern .	143.75					
77	Red Mountain . . .	9.59					
78	Rutland and Noyan . . .	3.39					
79	Salisbury and Harvey . . .	45.00	5.00				
80	Schomberg and Aurora . . .	14.40					
81	Stanstead, Shefford & Chambly..	43.00	3.23				
82	St. Clair Tunnel . . .	2.25					
83	St. John Valley & River du Loup	6.00					
84	St. Lawrence and Adirondack . .	32.82			13.30		8.70
85	Sydney and Louisbourg . . .	39.30	13.44				
86	St. Louis and Richibucto . . .	7.00					
87	Tamiscouata . . .	113.00					
88	Tamiskaming & Northern Ontario	138.90					
89	Thousand Islands . . .	6.08	.25				
90	Toronto, Hamilton and Buffalo .	79.88	3.79				4.36
91	Vancouver Copper Co. (formerly Lenora Mt. Sicker) . . .	11.75					
92	Vancouver, Victoria and Eastern	74.76					
93	Vancouver, Westminster and Yukon . . .	14.81					
94	Victoria and Sidney, B.C. . . .	16.26					
95	Victoria Terminal Ry. and Ferry Co . . .	18.38					
96	Wellington Colliery Co. . . . .	10.75					
97	" Ladysmith Extension . . .	9.94					
98	York and Carleton . . . . .	5.75					
Final Totals . . . . .		13,698.94	3,671.50	992.20	3,909.00	180.10	156.77
							22,608.51

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Year ending June 30, 1907—All Tracks—Concluded.

SECOND TRACK.											
New line con- structed during year.	Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	New line con- structed during year.	Rails.  Steel.	Number.	
	Iron.	Steel.	Main line.	Branches and spurs.							
		55.42								59	
		58.00								60	
		36.00								61	
		82.50								62	
		24.10								63	
		5.50								64	
		12.50								65	
		48.00								66	
		56.90								67	
		6.00								68	
		4.25								69	
		5.10								70	
										71	
9.00		253.96								72	
		222.00								73	
		246.40								74	
		26.00	6.00				6.00		6.00	75	
		143.75								76	
		9.59								77	
		3.39								78	
		50.00								79	
		14.40								80	
		46.23								81	
		2.25								82	
		6.00								83	
		46.12								84	
		52.74								85	
		7.00								86	
		113.00								87	
		138.90								88	
		6.33								89	
		83.67	2.04				2.04		2.04	90	
28.80		11.75								91	
		74.76								92	
		14.81								93	
		16.26								94	
		18.38								95	
		10.75								96	
		9.94								97	
		5.75								98	
969.95	10.54	22,441.20	1,005.82	16.80	44.80	28.96	1,096.38	173.51	1,067.42		

7-8 EDWARD VH., A. 1908

TABLE 1.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	Br'chs and spurs.					Iron.	Steel.
1	Alberta Ry. and Irrigation Co.	11.59				11.59			11.59
2	Albert Southern								
3	Algoma Central & Hudson Bay.	22.00	9.93			31.93			31.93
4	Atlantic, and Lake Superior								
5	Atlantic, Quebec & Western (under construction).								
6	Bay of Quinté	11.30	4.00			15.30			15.30
7	Bedlington & Nelson.	1.28				1.28			1.28
8	Beersville Coal & Ry. Co.								
9	British Yukon.								
10	Brockville, Westport & North-western	2.00				2.00			2.00
11	Bruce Mines & Algoma								
12	Buctouche & Moncton.	3.20				3.20			3.20
13	Brandon, Saskatchewan & Hudson Bay	6.73				6.73	6.73		6.73
14	Bessemer & Barry's Bay								
15	Canada Coals & Ry. Co.	3.50				3.50			3.50
16	Canada Southern.	141.71	44.31			186.02	1.95		186.02
17	Canadian Government Rys.—Intercolonial.	323.56				323.56			323.56
18	Prince Edward Island.	10.90	9.10			20.00		11.70	8.30
19	Canadian Northern.	123.29	53.43	42.34		219.06	7.92		219.06
20	Canadian Northern Ontario.								
21	Canadian Northern, Quebec.	14.20	8.60			23.00			23.00
22	Canadian Pacific.	1,784.80				1,784.80	101.60	10.50	1,774.30
23	Cape Breton.								
24	Caraquet.	3.50				3.50			3.50
25	Carillon & Grenville.								
26	Central Ontario.	14.33			0.50	14.83			14.83
27	Crow's Nest Southern.	7.79				7.79			7.79
28	Cumberland Ry. & Coal Co.	16.00				16.00			16.00
29	Dominion Atlantic.	16.99	8.60	3.60	2.58	31.77		8.78	22.99
30	Edmonton, Yukon & Pacific.								
31	Elgin & Havelock								
32	Esquimalt & Nanaimo.								
33	Grand Trunk (in Canada).	993.32				993.32			993.32
34	Grand Trunk (Canada Atlantic).								
35	Gulf Shore.	1.01				1.01			1.01
36	Halifax & South Western.	18.97	1.48			20.45		0.60	19.85
37	Hampton & St. Martin's.								
38	Hereford.	8.69				8.69	0.14	0.83	7.86
39	Hillcrest Ry., Coal & Coke Co.								
40	International of New Brunswick								
41	Inverness Ry. & Coal Co.								
42	Irondale, Bancroft & Ottawa.	1.00				1.00			1.00
43	Kaslo & Slocan, B.C.								
44	Kent Northern								
45	Kettle River Valley								
46	Kingston & Pembroke.	23.00	1.00			24.00		24.00	
47	Klondyke Mines.	2.00				2.00	2.00		2.00
48	Lake Erie & Detroit River.	65.84		10.25		76.09			76.09
49	Liverpool & Milton.								
50	Lotbinière & Megantic.	2.53				2.53			2.53
51	Marmora Ry. & Mining Co.								
52	Magametawan River								
53	Manitoulin & North Shore.	3.98				3.98			3.98
54	Massawippi Valley.								
55	Montreal & Atlantic	34.90				34.90	1.40		34.90
56	Montreal & Province Line.								
57	Montreal & Vermont Junction.	2.00				2.00			2.00
58	Morrissey, Fernie & Michel, B.C.								

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the Year ending June 30, 1907—All Tracks.

## TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
122.88	0.53				1.60	125.01			123.41	1
19.00						19.00			19.00	2
111.64	9.93					121.57	17		121.57	3
100.00						100.00			100.00	4
										5
89.30	15.37				19.00	123.67			104.67	6
16.58			8.67			25.25			25.25	7
8.63						8.63			8.63	8
85.80	4.52					90.32			90.32	9
47.00						47.00			47.00	10
17.28						17.28			17.28	11
35.20						35.20			35.20	12
76.18						76.18	76.18		76.18	13
5.00						5.00	5.00		5.00	14
15.50						15.50			15.50	15
594.07	217.12					811.19	94.46		811.19	16
1,747.85	42.90				68.48	1,859.23			1,790.75	17
161.80	125.76					287.50		13.00	274.50	18
1,269.55	1,142.23		391.78			2,803.56	130.83		2,803.56	19
144.80	2.00				4.00	150.80	146.80		146.80	20
183.20	91.40					274.60			274.60	21
4,429.70	1,979.60	992.20	3,223.30	168.50	37.30	10,830.60	559.60	10.50	10,782.80	22
31.00						31.00			31.00	23
71.50			16.78			88.28			88.28	24
13.00						13.00			13.00	25
140.08	1.14			10.10		151.32			151.32	26
60.99						60.99			60.99	27
48.00						48.00			48.00	28
268.11	13.44		36.60	2.58	14.51	324.24	2.00	11.62	298.11	29
4.50						4.50			4.50	30
27.00	1.00					28.00			28.00	31
78.00						78.00			78.00	32
4,606.47			161.30		9.87	4,777.64			4,767.77	33
391.97			59.85			451.82			451.82	34
17.79						17.79			17.79	35
265.77	123.89				2.30	391.96	125.80	0.60	399.06	36
30.00						30.00			30.00	37
61.54						61.54	0.14	0.83	60.71	38
1.50						1.50	1.50		1.50	39
29.00						29.00			29.00	40
61.00	4.50					65.50			65.50	41
49.00						49.00			49.00	42
28.33	3.40					31.73			31.73	43
27.00						27.00			27.00	44
3.86						3.86			3.86	45
126.40	7.40					133.80		30.40	103.40	46
33.50						33.50	18.50		33.50	47
264.65			83.91		7.53	306.09			298.56	48
5.28	0.25					5.53			5.53	49
32.53						32.53			32.53	50
9.60						9.60			9.60	51
1.91						1.91			1.91	52
17.51	1.54					19.05			19.05	53
31.95	3.51					35.46			35.46	54
144.20			60.50			204.70	1.40		204.70	55
58.60	2.53					61.13			61.13	56
25.60						25.60			25.60	57
5.85			5.00			10.85			10.85	58

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TABLE 1.—SUMMARY of Mileage Operated for

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract.	Total mileage operated.	New line constructed during year.	Rails.	
		Main line.	Br'chs and spurs.					Iron.	Steel.
59	Midland of Manitoba.....	6 55				6 55	6 55		6 55
60	Nelson & Fort Sheppard.....								
61	New Brunswick Coal & Ry. Co.	7 00				7 00			7 00
62	New Brunswick & Prince Edward Island.....	1 50				1 50			1 50
63	New Brunswick Southern.....	1 80				1 80			1 80
64	Norbonsing & Nipissing.....	1 25				1 25			1 25
65	Nova Scotia Steel & Coal Co....	3 87				3 87			3 87
66	New Westminster Southern.....	1 68				1 68			1 68
67	Orford Mountain.....	0 50	1 50			2 00			2 00
68	Ottawa & New York.....	4 60				4 60			4 60
69	Philipsburg Ry. & Quarry Co..								
70	Pontiac & Renfrew.....								
71	Princeton Branch of Washington Ry. Co. (U.S.).....	0 14				0 14			0 14
72	Qu'Appelle Long Lake & Saskatchewan.....								
73	Quebec Central.....								
74	Quebec & Lake St. John.....	33 21				33 21			33 21
75	Quebec Ry., Light & Power Co.	5 00				5 00			5 00
76	Quebec, Montreal & Southern....								
77	Red Mountain .....	3 93				3 93			3 93
78	Rutland & Noyan.....	0 50				0 50			0 50
79	Salisbury & Harvey.....								
80	Schomberg & Aurora.....	0 70				0 70			0 70
81	Stanstead, Shefford & Chambly.								
82	St. Clair Tunnel.....								
83	St. John Valley & Rivière du Loup.....								
84	St. Lawrence & Adirondack .....	4 55		2 54		7 09			7 09
85	Sydney & Louisburg (Dom. Coal Co.) .....	27 71				27 71		27 71	
86	St. Louis & Richibucto.....								
87	Temiscouata.....	7 93				7 93			7 93
88	Temiscaming & North'n Ontario	37 50				37 50			37 50
89	Thousand Islands.....	1 00				1 00			1 00
90	Toronto, Hamilton & Buffalo....	28 63	2 33			30 96			30 96
91	Vancouver Copper Co's Ry.....	0 25				0 25			0 25
92	Vancouver, Victoria & Eastern..	14 12				14 12	3 60		14 12
93	Vancouver, Westminster & Yukon.....	5 15				5 15			5 15
94	Victoria & Sydney, B.C.....	1 20				1 20			1 20
95	Victoria Terminal Ry. & Ferry Co.....	1 50				1 50			1 50
96	Wellington Colliery Co.....								
97	" Ladysmith Extension.....	7 94				7 94			7 94
98	York & Carleton.....								
Totals.....		3,885 62	144 48	58 73	3 08	4,091 91	131 89	84 12	4,007 79

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the Year ending June 30, 1907—All Tracks.

## TOTAL MILEAGE OPERATED—ALL TRACKS.

Line Represented by Capital Stock.		Line of pro- prietary com- panies.	Line operated under lease.	Line operated under contract	Line operated under track- age rights.	Total mileage operated.	New line con- structed during year.	Rails.		Number.
Main line.	Branches and Spurs.							Iron.	Steel.	
83 56						83 56	83 56		83 56	59
55 42					4 70	60 12			55 42	60
65 00						65 00			65 00	61
37 50						37 50			37 50	62
84 30						84 30			84 30	63
6 75						6 75			6 75	64
16 37						16 37			16 37	65
25 78					1 48	27 26			25 78	66
46 50	1 50					50 00			50 00	67
61 50					1 90	63 40			61 50	68
6 00						6 00			6 00	69
4 25						4 25			4 25	70
5 24						5 24		02	5 22	71
250 02	3 94					253 96			253 96	72
222 00						222 00			222 00	73
274 21	5 40					279 61			279 61	74
35 00				2 00		37 00			37 00	75
143 75						143 75			143 75	76
13 52						13 52			13 52	77
3 89						3 89			3 89	78
45 00	5 00					50 00			50 00	79
15 10						15 10			15 10	80
43 00	3 23					46 23			46 23	81
2 25						2 25			2 25	82
6 00						6 00			6 00	83
37 37			15 84		8 70	61 91			53 21	84
67 01	13 44					80 45		27 71	52 74	85
7 00						7 00			7 00	86
120 83						120 83			120 83	87
176 40						176 40			176 40	88
7 08	0 25					7 33			7 33	89
110 55	6 12				4 36	121 03			116 67	90
12 00						12 00			12 00	91
88 88						88 88	32 49		88 88	92
19 96						19 96			19 96	93
17 46						17 46			17 46	94
19 88						19 88			19 88	95
10 75						10 75			10 75	96
17 88						17 88			17 88	97
5 75						5 75			5 75	98
18,560 38	3,832 78	992 20	4,012 53	183 18	185 73	27,796 80	1,278 43	94 68	27,516 39	

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TABLE 2.—SUMMARY of Single-track Railway Mileage owned in [Provinces for the Year ending June 30, 1907.

## NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in Nova Scotia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railways—Intercolonial .....	483·03	481·05	1·98	
2	Cape Breton .....	31·00	31·00		
3	Cumberland Railway and Coal Co .....	32·00	32·00		
4	Dominion Atlantic, and .....	245·96	*247·50		
5	Windsor Branch of I.C.R. ....	32·00	32·00		1·54
6	Halifax and Southwestern .....	369·21	245·30	123·91	
7	Inverness Railway and Coal Co .....	65·50	61·00	4·50	
8	Liverpool and Milton .....	5·53	5·50	·03	
9	Nova Scotia Steel and Coal Co.'s Railway .....	12·50	12·50		
10	Sydney and Louisbourg (Dominion Coal Co.) .....	52·74	53·99		1·25
				130·42	2·79
	Total .....	1,329·47	1,201·84	127·63	

\* Included 4·84 miles of 'spurs'.

## PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in Prince Edward Isl'd on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Government Railway—Prince Edward Island .....	267·50	267·50		



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## NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in New Brunswick on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Albert Southern and Harvey Branch .....	19'00	19'00		
2	Beersville Coal and Railway Co.....	8'63	8'63		
3	Buctonche and Moncton. ....	32'00	32'30		
4	Canada Coals and Railway Co.....	12'00	12'00		
5	Canadian Government Railways—Intercolonial. ....	503'77	504'19		
6	Canadian Pacific.....	440'20	440'90		
7	Caraguet, and .....	68'00	68'00		
8	Gulf Shore.....	16'78	16'78		
9	Elgin and Havelock .....	28'00	28'00		
10	Hampton and St. Martin's.....	30'00	30'00		
11	International of New Brunswick.....	29'00	29'00		
12	Kent Northern, and.....	27'00	27'00		
13	St. Louis and Richibucto.....	7'00	7'00		
14	New Brunswick Coal and Railway Co.....	58'00	58'00		
15	New Brunswick and Prince Edward Island.....	36'00	36'00		
16	New Brunswick Southern .....	82'50	82'50		
17	Princeton Branch of Washington Co. Ry. (U.S.)....	5'10	5'10		
18	Salisbury and Harvey.....	50'00	45'00	5'00	
19	Temiscouata.....	44'00	44'00		
20	York and Carleton.....	5'75	5'75		
				5'00	1'12
	Total .....	1,502'73	1,498'85	3'88	

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## QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Atlantic and Lake Superior.....	100'00	100'00		
2	Atlantic, Quebec and Western (under construction).				
3	Canadian Government Railways—Intercolonial.....	464'39	466'42		2'53
4	Canadian Pacific Railway and leased lines.....	939'80	939'40	40	
5	Carillon and Grenville.....	13'00	13'00		
6	Canadian Northern Quebec.....	251'60	251'10	50	
7	Grand Trunk System.....	451'40	451'40		
8	" " (Canada Atlantic Division).....	66'38	66'10	28	
9	Hereford.....	52'85	53'30		45
10	Lotbinière and Megantic.....	30'00	30'00		
11	Massawippi Valley.....	35'46	35'46		
12	Montreal and Atlantic.....	163'40	163'40		
13	Montreal and Province Line.....	61'13	58'60	2'53	
14	Montreal and Vermont Junction.....	23'60	23'60		
15	Orford Mountain.....	48'00	48'50		50
16	Philipsburg Railway and Quarry Co.....	6'00	7'50		1'50
17	Quebec Bridge and Railway Co. (under construction only.)				
18	Quebec Central.....	222'00	213'50	8'50	
19	Quebec and Lake St. John.....	246'40	244'00	2'40	
20	Quebec Railway, Light and Power Co.....	26'00	30'00		4'00
21	Quebec, Montreal and Southern.....	143'75	143'75		
22	Rutland and Noyan.....	3'39	3'39		
23	Stanstead, Shefford and Chambly.....	46'23	43'00	3'23	
24	St. John Valley and River du Loup.....	6'00	6'00		
25	St. Lawrence and Adirondack.....	46'12	46'12		
26	Temiscouata.....	69'00	69'00		
	Total.....			17'84	8'48
		3,515'90	3,506'54	9'36	

\*Included 4'00 miles 'sidings.'

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## ONTARIO.

Number.	Name of Railway.	Mileage owned in Ontario on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Algoma Central and Hudson Bay .....	89·64	895·50		5·86
2	Bay of Quinté.....	89·37	493·37		4·00
3	Bessemer and Barry's Bay.....	5·00		5·00	
4	Brockville, Westport and North Western .....	45·00	45·00		
5	Bruce Mines and Algoma.....	17·28	17·28		
6	Campbellford, Lake Ontario and Western (under construction).				
7	Canada Southern .....	382·19	382·19		
8	Canadian Northern, Ontario .....	146·80		146·80	
9	Canadian Northern.....	353·70	353·70		
10	Canadian Pacific and leased lines.....	2,623·30	2,473·30	150·00	
11	Central Ontario.....	126·89	126·00	1·89	
12	Grand Trunk (in Canada).....	2,655·63	2,659·73		4·10
13	Grand Trunk (Canada Atlantic Division).....	385·44	387·80		2·36
14	Indian River (under construction only).				
15	Irondale, Bancroft and Ottawa .....	48·00	48·00		
16	Kingston and Pembroke.....	109·80	112·85		3·05
17	London and Port Stanley.....	23·66	24·00		·34
18	Lake Erie and Detroit River .....	198·81	*204·69		5·88
19	Magametawan River.....	1·91	1·91		
20	Manitoulin and North Shore .....	13·69	16·00		2·31
21	Nosbonsing and Nipissing .....	5·50	5·50		
22	Ottawa and New York.....	56·90	56·90		
23	Marmora Railway and Mining Co.....	9·60	9·60		
24	Pontiac and Renfrew.....	4·25	4·25		
25	Schomberg and Aurora.....	14·40	14·40		
26	St. Clair Tunnel and approaches.....	2·25	2·25		
27	Temiskaming and Northern Ontario.....	138·90	113·00	25·90	
28	Thousand Islands.....	6·33	6·33		
29	Toronto, Hamilton and Buffalo.....	83·67	186·87		2·70
	Total.....	7,637·91	7,338·92	298·99	30·60

\*Included 6·75 miles 'trackage rights.' †Included 4·36 miles 'trackage rights.' ‡Included 7·40 miles 'spurs'. §Included 9·93 miles 'spurs.' αIncluded 4·00 miles 'spurs.'

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## MANITOBA.

Number.	Name of Railway.	Mileage owned in Manitoba on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Brandon, Saskatchewan and Hudson Bay.....	69.45	.....	69.45	
2	Canadian Northern.....	1,416.00	1,312.40	103.60	
3	Canadian Pacific.....	1,512.00	1,467.80	44.20	
4	Midland of Manitoba.....	77.01	.....	77.01	
	Total.....	3,074.46	2,780.20	294.26	

## SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in Saskatchewan on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Canadian Northern.....	600.60	602.60	.....	2.00
2	Canadian Pacific.....	1,170.30	1,094.30	76.00	
3	Qu'Appelle, Long Lake and Saskatchewan.....	253.96	253.96		
	Total.....	2,024.86	1,950.86	74.00	

## ALBERTA.

Number	Name of Railway.	Mileage owned in Alberta on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Alberta Railway and Irrigation Co.....	111.82	113.72	.....	1.90
2	Canadian Northern.....	214.20	169.80	44.40	
3	Canadian Pacific.....	991.00	947.00	44.00	
4	Edmonton, Yukon and Pacific.....	4.50	4.50		
5	Hillcrest Railway Coal and Coke Company.....	1.50	.....	1.50	
	Total.....	1,323.02	1,235.02	88.00	

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## BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in British Columbia on June 30.		Increase.	Decrease.
		1907.	1906.		
1	Bedlington & Nelson .....	23 97	15 30	8 67	
2	British Yukon .....	31 22	32 22		1 00
3	Canadian Pacific .....	1,206 70	1,143 60	63 10	
4	Crow's Nest Southern .....	53 20	53 20		
5	Esquimalt and Nanaimo .....	78 00	78 00		
6	Kaslo and Slocan .....	31 73	31 08	65	
7	Kettle River Valley .....	3 86	3 86		
8	Lenora Mount Sicker (now Vancouver Copper Co.) .....	11 75	12 50		75
9	Morrissey, Fernie & Michel .....	10 85	10 85		
10	Nelson and Fort Sheppard .....	55 42	55 41	01	
11	New Westminster Southern .....	24 10	24 10		
12	Red Mountain .....	9 59	9 59		
13	Vancouver, Victoria and Eastern .....	74 76	45 87	28 89	
14	Vancouver, Westminster and Yukon .....	14 81	14 81		
15	Victoria, Terminal Railway and Ferry Company .....	18 38	18 40		02
16	Victoria and Sidney .....	16 26	16 26		
17	Wellington Colliery Company's Railway .....	10 75	10 75		
18	" Ladysmith Extension .....	9 94		9 94	
				111 26	1 77
	Total .....	1,685 29	1,575 80	109 40	

## YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in Yukon Territory on June 30.		Increase.	Decrease.
		1907.	1906.		
1	British Yukon .....	59 10	58 10	1 00	
2	Klondyke Mines .....	31 50	15 00	16 50	
	Total .....	90 60	73 10	17 50	

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TABLE 3.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED	
No.	Name of Railway.	Amount Out- standing.	Amount per Mile of Line.	Propor- tion to Total Railway Capital.  100 × Col. 2 Col. 12	Amount Out- standing.  Cols. 8+9+10+11	Amount per Mile of Line.
		\$	\$	p. c.	\$	\$
1	Albert Southern .....	125,920	7,870	100·00		
2	Harvey Branch.....	32,500	10,833	100·00		
3	Alberta Ry. and Irrigation Co. ....	3,250,000	29,279	42·82	4,337,975	39,080
4	Algoma Central and Hudson Bay....	10,000,000	82,257	56·49	7,703,763	63,369
5	Atlantic and Lake Superior, includ- ing Baie des Chaleurs, Great East- ern and Ottawa Valley.....				1,942,313	19,423
6	Atlantic, Quebec and Western (under construction).....	402,000		26·33	1,125,101	
7	Bay of Quinté.....	1,395,000	15,620	61·34	880,000	9,846
8	Bedlington and Nelson.....	1,000,000	65,359	100·00		
9	Beersville Coal and Ry. Co. ....	20,000	2,317	36·36	35,000	4,066
10	Bessemer and Barry's Bay.....	500,000	100,000	100·00		
11	Brandon, Saskatchewan and Hud- son Bay.....	250,000	3,571	100·00		
12	Brandon Transfer Co. (under con- struction).....	12,600		100·00		
13	British Yukon.....	2,934,119	32,486	63·04	1,719,810	19,041
14	Brookville, Westport and North- western.....	900,000	20,000	66·34	456,609	10,146
15	Bruce Mines and Algoma.....	99,000	5,729	33·79	194,000	11,226
16	Buctouche and Moncton.....	250,000	7,812	80·65	60,000	1,875
17	Burks Falls and French River (under construction).....	125,000		100·00		
18	Canada Atlantic (Grand Trunk)— Including Ottawa, Arnprior and Parry Sound.....	7,200,000	13,369	33·36	14,384,628	36,698
19	Central Counties.....	500,000	12,990	56·81	380,000	9,873
20	Pembroke Southern.....	178,000	8,334	54·27	150,000	7,022
21	Canada Coals and Ry. Co.....	466,000	38,833	100·00		
22	Canada Southern.....	15,000,000	39,247	42·69	20,130,000	52,670
23	Canadian Govt. Rys.— Intercolonial.....					
24	Prince Edward Island.....					
25	Canadian Northern, including Win- nipeg Great Northern, Port Arthur, Duluth and Western, Manitoba and Southeastern, Lake Manitoba Ry. and Canal Co., Ontario and Rainy River.....	30,750,000	13,697	39·01	48,285,985	20,617
26	Canadian Northern Ontario.....	250,000	1,666	·80	3,000,000	20,000
27	Canadian Northern Quebec.....	7,550,000	27,494	47·28	8,418,246	30,656
28	Canadian Pacific, owned.....	165,616,666	18,643	52·72	148,528,534	16,719
29	Canada Central.....				973,333	3,625
30	North Shore (Montreal to Que- bec).....				616,120	3,000
31	Montreal and Western.....	5,000	75	1·40	353,708	5,287
32	Leased—Atlantic and Northwest.....	3,416,000	9,877	33·52	6,775,066	19,586
33	British Columbia Southern.....	172,200	855	15·19	967,500	4,807
34	Calgary and Edmonton.....	1,000,000	2,270	11·26	7,458,894	16,937
35	Cap de la Madeleine.....	20,000	8,571	100·00		
36	Columbia and Kootenay.....	25,000	420	2·00	1,277,500	21,470
37	Columbia and Western.....	1,000,000	6,365	14·94	5,691,000	36,225
38	Credit Valley (in Ontario and Quebec).....					

## SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5	Amount per Mile of Line. Cols. 3 + 6	
p. c.	\$	\$	\$	\$	\$	\$	
					125,920	7,870	1
					32,500	10,833	2
57 18	4,337,975				7,587,975	68,359	3
43 51	6,750,000	953,753			17,703,763	145,626	4
100 00	1,942,313				1,942,313	19,423	5
73 67	1,125,101				1,527,101		6
38 66	880,000				2,275,000	25,466	7
					1,000,000	65,359	8
63 64	35,000				55,000	6,373	9
					500,000	100,000	10
					250,000	3,571	11
					12,600		12
36 96	1,719,810				4,653,929	51,527	13
33 66	450,000			6,609	1,356,609	30,146	14
66 21	194,000				293,000	16,955	15
19 35		6,000			310,000	9,687	16
					125,000		17
66 64	14,384,628				21,584,628	55,067	18
43 19	380,000				880,000	22,863	19
45 73	150,000				328,000	13,356	20
					466,000	38,833	21
57 31	20,130,000				35,130,000	91,917	22
							23
							24
60 09	39,974,367	2,000,000		6,311,618	79,035,985	34,314	25
99 20	3,000,000				3,250,000	21,666	26
52 72	8,418,246				15,968,246	58,150	27
47 28	146,283,498			2,240,036	314,140,200	35,362	28
100 00	973,333				973,333	3,625	29
100 00	616,120				616,120	3,000	30
98 60	353,708				358,708	5,362	31
66 48	6,775,066				10,191,066	29,463	32
84 90	967,500				1,139,700	5,662	33
88 74	7,458,894				8,458,894	19,207	34
					20,000	8,571	35
98 00	1,277,500				1,302,500	21,890	36
85 06	5,691,500				6,691,000	42,590	37
							38





SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—Continued.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital.  100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.  Cols. 2 + 5	Amount per Mile of Line.  Cols. 3 + 6	
p. c.	\$	\$	\$	\$	\$	\$	
23·83	100,000				419,280	18,972	39
73·34	1,375,000				1,875,000	16,784	40
74·00	2,002,500				2,127,500	61,666	41
89·18	173,000				194,000	12,515	42
100·00	780,000				780,000	23,494	43
71·44	500,000				700,000	18,087	44
41·49	4,655,940				11,218,440	33,720	45
78·90	2,616,000				3,316,000	15,416	46
80·01	100,000				125,000	11,362	47
98·65	1,636,250				1,658,750	17,740	48
68·33	647,074				947,074	25,947	49
62·07	7,821,127				12,601,927	28,621	50
7·23	170,000				2,349,867	19,747	51
					250,000	5,319	52
58·22	418,000				718,000	30,552	53
90·74	19,502,591				21,502,591	31,817	54
70·00	3,075,000				4,375,000	27,620	55
60·00	1,139,253				1,889,253	37,189	56
38·46	125,000				325,000	162,500	57
7·57	216,664				2,870,817	30,606	58
55·21	973,334				1,763,243	30,244	59
					50,000	10,869	60
68·63	875,000				1,275,000	38,173	61
90·35	280,000				369,900	11,068	62
81·68	3,500,000				4,285,490	22,519	63
91·80	280,000				305,000	18,048	64
					21,000	789	65
					526,000		66
					1,000,000	32,258	67
35·35	500,000	19,297			1,469,297	21,322	68
					200,000	15,385	69
74·68	2,200,000				2,950,000	23,600	70
					120,000	2,256	71
					1,000,000	31,250	72
69·21	4,901,707	566,967			7,902,007	32,122	73
					125,000	27,777	74
52·71	50,000				94,900	3,389	75
					2,500,000	32,051	76
34·32	111,880,515				325,926,770	110,644	77
							78
							79
60·22	3,716,955				6,272,612	38,267	80
							81
							82

7-8 EDWARD VII., A. 1908

TABLE 3.—AMOUNT of Railway Capital at the

No.	1	2	3	4	5	6
	NAME OF RAILWAY.	STOCKS.			FUNDED	
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
				100 × Col. 2 Col. 12		
		\$	\$	p. c.	\$	\$
83	Grand Trunk— <i>Con.</i>					
	Grand Junction, Belleville and North Hastings .....					
84	Great Western .....				13,252,809	23,581
85	Hamilton and Northwestern ..					
86	London, Huron and Bruce .....					
87	Midland, Ontario .....				6,086,253	36,664
88	Montreal and Champlain Junction .....					
89	Northern .....				1,764,605	10,825
90	North Simcoe .....					
91	Northern and Pacific Junction.					
92	Owen Sound Branch .....				100,000	8,064
93	South Norfolk .....					
94	Toronto Belt Line .....	50,000	3,862	9.76	462,500	35,692
95	Toronto and Nipissing .....					
96	Lake Simcoe Junction .....					
97	Victoria .....					
98	Waterloo Junction .....					
99	Wellington, Grey and Bruce ..				384,467	2,288
100	Whitby, Port Perry & Lindsay ..					
101	Grand Trunk Pacific (under construction) .....	24,940,000		41.55	35,075,671	
102	Gulf Shore .....	6,250	390	100.00		
103	Halifax and Southwestern, including Halifax and Yarmouth, Middleton and Victoria Beach .....	1,000,000	2,708	19.00	4,334,843	11,741
104	Hampton and St. Martins .....	98,000	3,300	52.38	90,000	3,000
105	Hereford .....	800,000	15,137	50.00	800,000	15,137
106	Huron and Ontario (under construction) .....	3,000,000		95.24	150,000	
107	Indian River (under construction).	15,000		100.00		
108	Inverness Ry. and Coal Co. ....	7,500,000	114,504	78.00	2,115,000	32,290
109	Irondale, Rancroft and Ottawa ..	53,500	1,114	10.60	450,000	9,375
110	International of New Brunswick (under construction) .....	1,320,000		59.56	896,000	
111	Kaslo and Slocan .....	1,000,000	31,516	57.15	750,000	23,637
112	Kent Northern, and .....	75,000	2,777	60.00	50,000	1,851
113	St. Louis and Richibucto .....	20,000	2,857	100.00		
114	Kettle River Valley .....	375,000	9,375	72.81	140,000	3,500
115	Kingston and Pembroke .....	3,393,550	30,907	85.57	572,000	5,209
116	Klondyke Mines .....	1,375,000	44,364	55.87	1,086,210	35,039
117	Lake Erie and Detroit River .....	1,400,000	7,042	45.69	3,064,000	15,412
118	London and Port Stanley .....	1,332,854	56,409	100.00		
119	Lenora Mount Sicker (now The Vancouver Copper Co.) .....	101,223	8,435	100.00		
120	Liverpool and Milton .....	30,300	5,501	85.84	5,000	91
121	Lotbinière and Megantic .....	50,000	1,666	100.00		
122	Maganetawan River .....	30,000	15,706	100.00		
123	Manitoba (Canadian Northern) ..	1,432,200	4,086	20.43	5,576,800	15,911
124	Manitoulin and North Shore .....	200,000	13,271	32.92	408,842	27,129
125	Marmora Ry. and Mining Co. ....	115,421	11,542	53.11	100,000	10,000
126	Massawippi Valley .....	800,000	22,560	100.00		
127	Midland of Manitoba .....	10,000	130	100.00		
128	Montreal and Atlantic .....	3,200,000	31,098	71.31	1,065,000	12,500
129	Lake Champlain and St. Lawrence Junction .....	600,000	9,917	61.35	378,000	6,248

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—Continued.

	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital.	Amount per Mile of Line.	
					Cols. 2 + 5	Cols. 3 + 6	
p. c.	\$	\$	\$	\$	\$	\$	
100·00	13,252,809				13,252,809	23,581	83
							84
100·00	6,086,253				6,086,253	36,66	85
							86
100·00	1,764,605				1,764,605	10,825	87
							88
100·00	100,000				100,000	8,064	89
							90
90·24	462,500				512,500	39,564	91
							92
100·00	384,467				384,467	2,288	93
							94
58·45	35,075,671				60,015,671		95
					6,250	390	96
							97
81·00	4,334,843				5,334,843	14,449	98
47·62	90,000				189,000	6,300	99
50·00	800,000				1,600,000	30,274	100
							101
4·76		150,000			3,150,000		102
					15,000		103
22·00	2,115,000				9,615,000	146,794	104
89·40	450,000				503,500	10,489	105
							106
40·44	896,000				2,216,000		107
42·85	750,000				1,750,000	55,153	108
40·00	50,000				125,000	4,628	109
					20,000	2,857	110
27·19	140,000				515,000	12,875	111
14·43	572,000				3,965,550	36,116	112
44·13	930,000		150,210		2,461,210	79,393	113
54·31	3,000,000			64,000	4,464,000	22,454	114
					1,332,854	56,409	115
							116
					101,223	8,435	117
14·16	5,000				35,800	5,592	118
					50,000	1,666	119
					30,000	15,706	120
79·57	5,576,800				7,009,000	19,997	121
67·06	405,000	3,842			608,842	40,400	122
46·89	100,000				215,421	21,542	123
					800,000	22,560	124
					10,000	130	125
28·69	1,065,000				4,265,000	43,594	126
							127
38·65	378,000				978,000	16,165	128

7-8 EDWARD VII., A. 1908

TABLE 3.—Amount of Railway Capital at the

No.	1 NAME OF RAILWAY.	2	3	4	5	6
		Stocks.			Funded	
		Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital.	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
				100 × Col. 2 Col. 12.		
		\$	\$	p. c.	\$	\$
130	Montreal and Province Line. ....	1,000,000	17,064	83 33	200,000	3,412
131	Montreal and Vermont Junction. ....	1,000,000	42,372	100 00		
132	Morrissey, Fernie and Michel. ....	1,113,000	192,096	93 91	72,500	12,457
133	Nelson and Fort Sheppard. ....	1,500,000	27,066	53 71	1,293,000	23,331
134	New Brunswick and P. E. Island. ....	214,850	5,968	74 51	73,500	2,042
135	New Brunswick Southern. ....	49,000	581	9 00	500,000	5,931
136	† New Brunswick Coal and Ry. Co. ....					
137	† New Westminster Southern. ....	600,000	24,896	100 00		
138	Nasbonging and Nipissing. ....	250,000	45,454	100 00		
139	Nova Scotia Steel and Coal Co. ....	*			*	
140	Orford Mountain. ....	50,000	1,042	7 00	702,000	14,625
141	Ottawa and New York. ....	1,000,000	17,575	38 46	1,600,000	28,119
142	Pacific, Northern and Omenica (under construction). ....	60,000		100 00		
143	Phillipsburg Ry. and Quarry Co. ....	124,500	20,750	83 62	8,500	1,416
144	Pontiac and Renfrew. ....	20,000	4,706	100 00		
145	Princeton Branch of Washington Co. Railway. ....	86,950	17,049	50 00	86,950	17,049
146	Qu'Appelle, Long Lake and Sas- katchewan. ....	201,000	791	4 25	4,520,690	17,800
147	Quebec Bridge and Ry. Co. ....	265,585		5 00	5,016,453	
148	Quebec Central. ....	3,381,603	15,232	37 63	5,064,633	20,246
149	Quebec and Lake St John. ....	4,524,000	18,850	37 52	7,532,627	31,386
150	Quebec Ry. Light and Power Co. ....	2,500,000	96,153	49 00	2,512,096	96,615
151	Quebec and New Brunswick (under construction). ....	387,900		100 00		
152	Quebec, Montreal and Southern. ....	1,000,000	7,000	100 00		
153	Red Mountain. ....	190,600	19,770	47 80	217,000	21,585
154	Rutland and Noyan. ....	100,000	29,498	50 00	100,000	29,498
155	Salisbury and Harvey. ....	150,000	3,333	100 00		
156	Schomberg and Aurora. ....	250,000	1,736	45 45	300,000	2,063
157	Stanstead, Shefford and Chambly. ....	608,750	14,156	46 60	697,461	16,220
158	St. Clair Tunnel. ....	350,000	155,556	12 28	2,500,000	1,111,111
159	St. John Valley and River du Loup (under construction). ....	34,932		100 00		
160	St. Lawrence and Adirondack. ....	1,230,654	37,497	57 37	914,418	27,862
161	Sydney and Louisburg. ....	**			*	
162	Temiskaming and Northern Ontario	\$				
163	Temiscouata. ....	991,000	8,770	28 50	2,434,190	22,000
164	Thousand Islands. ....	60,000	8,185	51 85	58,000	7,913
165	Toronto, Hamilton and Buffalo. ....	2,500,000	28,399	36 90	4,280,000	48,619
166	Trans-Canada (under construction). ....	37,700		100 00		
167	Vancouver, Victoria and Eastern. ....	50,000	668	100 00		
168	Vancouver, Westminster and Yukon	102,200	6,900	100 00		
169	Victoria and Sidney, B.C. ....	223,000	13,714	42 60	300,000	18,450
170	Victoria Terminal Ry. and Ferry Co. ....	10,200	56	100 00		
171	Wellington Colliery Co. ....	2,000,000	186,046	100 00		
172	York and Carleton. ....	34,320	5,968	100 00		
	Final Total. ....	588,568,591			583,369,217	

\* General capital of the Coal Company which cannot be divided.

† Operated by New Brunswick Government Commission.

\*\* General capital of the Dominion Coal Co.

§ Constructed and operated by the Ontario Government Commission.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1907—*Concluded.*

7	8	9	10	11	12	13	
DEBT..	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. 100 × Col. 5 Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5.	Amount per Mile of Line. Cols. 3 + 6.	
p. c.	\$	\$	\$	\$	\$	\$	
16.67	200,000				1,200,000	20,476	130
					1,000,000	42,372	131
6.09	72,500				1,190,500	204,553	132
46.29	1,293,000				2,793,000	50,397	133
25.49	73,500				288,860	8,010	134
91.00	500,000				549,000	6,512	135
							136
					600,000	24,896	137
					250,000	45,454	138
							139
93.00	702,000				752,000	15,667	140
61.54	1,325,000		275,000		2,600,000	45,694	141
							142
6.38	8,500				60,000		143
					133,000	22,166	144
					20,000	4,706	145
50.00	86,960				173,900	34,098	146
95.75	4,520,690				4,721,690	18,591	147
95.00	5,016,453				5,282,038		148
62.37	3,247,707	711,998	1,614,938		8,986,236	40,478	149
62.48	4,416,013		3,116,614		12,056,627	50,236	150
51.00	2,500,000			12,036	5,012,036	192,678	151
					387,900		152
					1,000,000	7,000	153
52.20	217,000				407,600	41,355	154
50.00	100,000				200,000	58,996	155
					150,000	3,333	156
54.55	300,000				550,000	3,819	157
53.40	697,461				1,306,211	30,376	158
87.72	2,500,000				2,850,000	1,266,667	159
					34,932		160
42.63	914,418				2,145,072	65,359	161
					†		162
71.50	2,240,857	243,333			3,475,190	30,770	163
48.15	50,000	8,000			118,000	16,098	164
63.10	4,280,000				6,780,000	77,018	165
					37,700		166
					50,000	668	167
					102,200	6,900	168
57.40	300,000				523,000	32,164	169
					10,200	56	170
					2,000,000	186,046	171
					34,320	5,968	172
	564,824,966	4,717,195	5,192,757	8,634,299	1,171,937,908		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid, granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Albert Southern—Harvey Branch	50,460 00	50,460 00		New Brunswick..	48,680
Alberta Ry. & Irrigation Co	5,553 57	5,553 57		"	9,000 00
Algoma Central & Hudson Bay	148,094 00	148,094 00			
Atlantic & Lake Superior, including Baie des Chaleurs	1,440,000 00	924,976 00			
Great Eastern	766,490 84	766,490 84		Quebec	1,415,090 00
Ottawa Valley	40,345 00	40,345 00		"	156,000 00
Atlantic, Quebec & Western (under construction)	21,600 00	21,600 00		"	25,390 00
Bay of Quinte, including Kingston, Napanee & Western	141,722 45	141,722 45		Ontario	84,000 00
Bedlington & Nelson. (Nil)	208,732 80	208,732 80		"	
Beersville Coal & Ry. Co.	20,736 00	20,736 00		New Brunswick..	16,200 00
Brandon, Saskatchewan & Hudson Bay (Nil)					
British Yukon (Nil)					
Brockville, Westport & North Western	140,800 00	140,800 00		Ontario...	
Bruce Mines & Algoma	53,920 00	53,920 00		"	50,918 00
Buctouche & Moncton	102,400 00	101,800 00		New Brunswick..	96,000 00
Campbellford, Lake Ontario & Western (Nil)					
Can. Atlantic (now Grand Trunk system) includ'g	282,355 20	282,355 20		Ontario	270,000 00
Ottawa, Arnprior & Parry Sound & Parry Snd Col'n Central Counties	932,512 00	932,512 00		Quebec	200,000 00
Pembroke Southern	64,000 00	64,000 00		Ontario	577,326 06
Canada Coals & Ry. Co.	37,500 00	37,500 00		"	55,500 00
Canada Southern, including Sarnia, Chatham & Erie				Nova Scotia	35,200 00
Leamington & St. Clair	51,200 00	51,200 00		Ontario	
Canadian Government Railways:				"	147,859 00
Intercolonial					
Prince Edward Island					
Fredericton & St. Mary's Bridge Co.	30,000 00	30,000 00			
Canada Eastern	374,839 84	374,839 84			
Drummond County	423,936 00	423,936 00			
Canadian North, including Winnipeg Great Northern	374,606 00	374,606 00			
Port Arthur, Duluth & Western	271,200 00	271,200 00		Ontario	255,571 00
Manitoba & South Eastern Lake Manitoba Ry. & Canal Co					
Ontario & Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
Canadian Northern Ontario	1,696,000 00	1,221,120 00		"	
Canadian Northern Quebec	1,522,983 31	1,390,248 06		Quebec	1,194,129 46
Can. Pacific—owned:—	*10,189,521 00	*10,189,521 00		Manitoba	375,377 50
Canada Central	29,412,922 00	29,412,922 00		British Columbia	37,500 00
Lake Temiskaming Col'n	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
North Shore (Montreal to Quebec)	310,335 95	310,335 95		Quebec	350,076 82
Montreal & Western	+1,500,000 00	1,500,000 00			
Quebec, Montreal, Ottawa & Occidental (Montreal to Ottawa)	361,270 00	361,270 00		Quebec	472,500 00
	‡			"	727,000 00

\* This amount was paid to the Company for 6,793,014 acres land relinquished.

† Dominion Government pays to Quebec Government 5 p.c. on \$964,000 additional.

by Governments and Municipalities to June 30, 1907.

\*\* Ontario Government guarantees bonds, 268 miles at \$20,000 per mile.

7-8 EDWARD VII., A. 1908

## No. 4.—STATEMENT of Aid, granted and paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Canadian Pacific—Leased:					
Atlantic & North-West...	3,358,800 00	3,358,800 00		Quebec	711,122 02
British Columbia South'mn	156,800 00	156,800 00			
Calgary & Edmonton					
Cap de la Madeleine	7,424 00	7,424 00			
Columbia & Kootenay	88,800 00	88,800 00			
Columbia & Western					
Credit Valley				Ontario	531,000 00
Fredericton				New Brunswick	230,000 00
Great North West Centr					
Guelph & Goderich				Ontario	
Guelph Junction	51,200 00	46,000 00		"	
Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
Manitoba & Northwestern				Manitoba	
Manitoba Southwestern					
Colonization				"	
Montreal & Lake Mas-					
kinongé	41,280 00	41,280 00		Quebec	87,750 00
Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
Nakusp & Slocan	121,600 00	117,760 00		Quebec	182,210 00
Hampton & St. Martins	†83,612 54	†83,612 54		British Columbia	145,600 00
Hereford, including Dominion Lime Co's line	170,560 00	170,560 00		New Brunswick	
Indian River (projected line only)				Quebec	103,000 00
Inverness Ry. & Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
International of New Brunswick	178,408 07	178,408 07		New Brunswick	75,000 00
Kaslo & Slocan (Nil)					
Kent Northern & St. Louis & Richibucto	*58,334 27	*58,334 27		New Brunswick	135,000 00
Kettle River Valley (Nil)	22,400 00	22,400 00		"	21,000 00
Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
Klondyke Mines	197,184 00	197,184 00			
L'Assomption (road abandoned)	11,200 00	11,200 00			
Lake Erie & Detroit River, London & Port Stanley (leased)	571,851 00	571,851 00		Ontario	83,000 00
Lenora Mount Sicker				"	
Liverpool & Milton (Nil)					
Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
Marmora Ry. & Mining Co.	30,720 00	30,720 00		Ontario	19,149 39
Magnetawan River	3,552 00	3,552 00		"	10,000 00
Manitoba (Canadian Northern, leased line)				Manitoba	641,575 25
Manitoulin & North Shore	32,000 00	32,000 00			
Massawippi Valley	5,376 00	5,376 00		Quebec	
Montreal & Atlantic, including Lake Champlain & St. Lawrence Junction				"	444,000 00
Montreal & Province line	58,560 00	58,560 00		"	250,280 00
Montreal & Vermont Junction				"	231,122 00
Morrissey, Fernie & Michel					
Nelson & Fort Sheppard (Nil)					
New Brunswick & Prince Edward Island	113,440 00	113,440 00		New Brunswick	99,708 96
New Brunswick Southern				"	413,000 00

\* Including loan of used iron rails.

† Used iron rails.



SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—*Continued.*

BY PROVINCIAL GOVERNMENTS.			BY MUNICIPALITIES.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
145,600 00	647,074 00					
60,500 00						
233,000 00			100,000 00	50,000 00		
135,000 00						
75,000 00			5,000 00	5,000 00		
135,000 00						
21,000 00						
456,493 00			491,000 00	491,000 00		
83,000 00			366,500 00	366,500 00		
					1,332,854 00	414,000 00
126,994 00						
19,149 39						
10,000 00						
641,575 25						
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
99,708 90						
413,000 00			3,000 00	3,000 00		

7-8 EDWARD VII., A. 1908

TABLE 4.—Statement of Aid, Granted and Paid to Railways,

Name of Railway.	BY DOMINION GOVERNMENT.			Name of Province.	Bonus Granted.
	Bonus Granted.	Bonus Paid up.	Loan.		
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick..	139,000 00
New Westminster Southern					
Nosbonsing & Nipissing (Nil)					
Nova Scotia Steel & Coal Co's. Line.	40,000 00	39,840 00		Nova Scotia.....	40,000 00
Orford Mountain	168,814 50	168,814 50		Quebec.....	138,881 92
Ottawa & New York	262,384 00	262,384 00		Ontario.....	35,000 00
Phillipsburg Ry. & Quarry Co.	23,712 00	23,712 00		Quebec.....	25,667 00
Pontiac & Renfrew	13,600 00	13,600 00		".....	17,433 60
Princeton Branch of Washington Co. Ry.					
Qu'Appelle, Long Lake & Saskatchewan					
Quebec Bridge and Railway Co.	374,353 33	374,353 33		Quebec.....	250,000 00
Quebec Central	398,342 00	348,342 00		".....	1,076,123 14
Quebec & Lake St. John..	1,454,695 00	1,160,471 50		".....	2,533,000 00
Quebec, Montmorency & Charlevoix	96,000 00	96,000 00		".....	306,945 50
Quebec & New Brunswick (under construction)....	201,600 00			New Brunswick..	45,000 00
Quebec, Montreal & Southern, including.	188,816 00	188,816 00		Quebec.....	210,000 00
United Counties, East					
Richelieu Valley	69,952 00	69,952 00		".....	115,215 00
South Shore.	296,998 38	296,998 38		".....	276,645 00
Red Mountain. (Nil)					
Rutland & Noyan. (Nil)					
Salisbury & Harvey	*29,665 45	29,391 01		New Brunswick..	455,000 00
Schomberg & Aurora	48,000 00	46,144 00			
Shediac & Coast. (Nil)					
Stanstead, Shefford & Chambly. (Nil)					
St. Clair Tunnel and approaches.	375,000 00	375,000 00			
St. John Valley & River du Loup. (Nil)					
St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec.....	70,400 00
Sydney & Louisburg, (Dom-Coal Co's. Line)	89,600 00	87,808 00		Nova Scotia.....	87,808 00
Temiskaming & Northern Ontario					
Temiscouata	645,950 00	645,950 00		Quebec.....	362,250 00
Thousand Islands	61,200 00	29,840 00		New Brunswick..	66,000 00
Toronto, Hamilton & Buffalo	57,600 00	57,600 00		Ontario.....	
Trans-Canada, (under construction)				".....	
Vancouver, Victoria & Eastern. (Nil)					
Vancouver, Westminster & Yukon. (Nil)					
Victoria & Sidney				British Columbia	300,000 00
Victoria Terminal Ry. & Ferry Co. (Nil)					
Wellington Colliery Co., B.C. (Nil)					
York & Carleton.	18,336 00	18,336 00		New Brunswick..	18,997 00
Grand total.....	75,058,960 86	72,807,471 64	15,576,533 33		29,786,425 32

\*Includes \$14,665.45 used iron rails.

## SESSIONAL PAPER No. 20b

by Governments and Municipalities, &c.—*Continued*

By PROVINCIAL GOVERNMENTS.			By MUNICIPALITIES.			
Bonus Paid Up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
139,000 00						
40,000 00			4,000 00	4,000 00		
138,184 92			3,000 00	3,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00			25,000 00	25,000 00		
276,645 00						
455,000 00			70,000 00	70,000 00		
70,400 00						
82,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00			10,000 00	10,000 00		
			268,000 00	265,500 00		
89,635 00			300,000 00	134,452 50		
18,997 00						
28,189,695 80	6,633,435 00	300,000 00	12,515,034 03	12,102,634 72	2,404,498 62	2,839,500 00

### A.—Earnings from Operation.

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26	Dominion Atlantic.....	341,981 98	16,859 84	12,295 43	9,020 79	380,157 99	78074
27	Elgin and Havelock .....	3,030 36	673 92	3 52	.....	3,767 79	.....
28	Esquimaux and Nanaimo .....	192,575 26	7,625 25	2,634 65	2,548 00	205,403 19	2 28541
29	Grand Trunk .....	9,011,511 86	367,543 64	1,038,387 04	178,901 11	10,596,343 65	1 28896
30	Canada Atlantic (G. T. R.) .....	419,283 57	18,723 41	23,274 64	10,403 69	471,685 31	63545
31	Halifax and Southwestern.....	150,165 64	5,059 04	4,472 11	2,660 43	162,867 22	1 37931
32	Hampton and St. Martin's .....	3,933 71	196 50	19 01	235 60	4,178 23	31797
33	Beaufort.....	16,557 89	796 92	491 34	235 83	18,071 53	32906
34	Irondules, Bancroft and Coal Co .....	18,936 87	18,936 87	346 40	969 42	20,131 69	50299
35	Irondules, Bancroft and Ottawa .....	6,638 40	702 00	441 46	.....	7,781 86	25564
36	Kaslo and Slocan .....	4,732 28	1,429 10	59 33	21 02	6,301 73	28978
37	Kent Northern.....	6,629 01	673 92	438 83	.....	7,741 76	.....
38	Kingston and Pembroke .....	46,386 71	.....	7,186 70	3,076 86	56,669 99	35364
39	Klondyke Mines .....	8,905 37	.....	.....	363 50	9,268 87	67833
40	Lake Erie and Detroit River .....	206,519 95	9,653 37	23,350 16	3,246 25	242,769 74	67003
41	Liverpool and Milton .....	1,212 00	.....	.....	.....	1,212 00	.....
42	Loburniere and Mégantic.....	4,035 26	.....	.....	.....	4,035 26	21978
46	Manitoulin and North Shore .....	1,452 45	.....	.....	.....	1,452 45	17490
47	Massachusetts Valley .....	68,319 06	2,828 55	999 96	636 05	72,783 62	75672
48	Montreal and Atlantic.....	193,613 32	8,739 18	11,942 96	.....	214,356 46	72149
49	Montreal and Provinces Line .....	43,717 04	2,377 97	3,110 14	242 95	49,448 10	70432
50	Montreal and Vermont Junction .....	63,981 94	2,522 50	2,419 00	89 21	69,012 65	1 02448
51	Morrissey, Fernie and Michel, E. C. .....	7,104 06	.....	.....	.....	7,104 06	43953
52	Midland Railway Company of Manitoba .....	1,589 66	19 16	.....	22 66	1,631 48	24630
53	Nelson and Fort Sheppard .....	34,433 50	1,027 30	812 94	1,418 22	38,291 86	43150
54	New Brunswick Coal and Railway Company .....	7,681 03	1,277 02	214 74	.....	9,172 79	17796
55	New Brunswick Coal and Prince Edward Island .....	8,689 41	1,661 56	235 34	.....	10,566 31	40929
56	New Brunswick Southern .....	11,647 08	2,170 19	1,744 37	359 35	16,920 99	28448
57	New Westminster Southern .....	77,978 69	1,215 40	1,835 16	4,966 56	85,956 81	1 38505
58	Nobouising and Nipissing.....	.....	.....	.....	.....	.....	.....
59	Nova Scotia Steel & Coal Company .....	1,706 50	339 00	.....	.....	2,045 50	36 40
60	Orford Mountain .....	5,876 34	524 16	179 57	.....	6,580 07	15203
61	Ottawa and New York .....	62,616 84	2,993 78	2,674 34	867 91	69,152 87	98528
62	Phillipsburg Railway and Quarry Company .....	.....	.....	.....	.....	.....	.....
63	Princeton Branch of Washington Co. Ry., (U.S.A.) .....	8,764 79	218 04	388 24	16 74	9,387 81	94416
64	Quebec Central.....	274,528 23	14,967 61	8,100 00	4,980 49	301,976 56	73664
65	Quebec and Lake St. John .....	187,128 77	13,416 86	6,216 21	.....	206,761 94	90335
66	Quebec Railway Light and Power Company .....	129,617 78	1,223 04	15,037 93	.....	145,908 75	53108
67	Quebec, Montreal and Southern .....	94,140 48	4,412 30	4,244 03	1,027 59	103,824 40	55352
68	Red Mountain .....	6,633 13	292 00	.....	759 89	6,635 02	98620
69	Rutland and Noyan .....	6,785 73	87 36	115 26	.....	6,988 35	1 50481
70	Salisbury and Harvey .....	8,454 08	2,224 80	297 73	.....	10,976 61	29 91
71	Schomberg and Aurora .....	4,112 97	.....	.....	.....	4,112 97	39 90
72	Stanstead, Shefford and Chambly .....	24,959 58	1,735 36	1,382 28	760 58	28,827 80	45577
73	St. Clair Tunnel, yard and approaches .....	135,728 67	1,712 25	4,307 31	59,784 00	142,432 16	1 00294
74	St. Lawrence and Adirondack.....	16,922 47	1,171 90	1,315 27	853 27	20,262 91	61186
75	Sydney and Louisburg (Dominion Coal Company).....	49,261 55	5,800 84	1,137 12	3,112 06	59,331 67	41650
76	Temiscouata .....	326,814 49	6,888 49	16,685 73	.....	349,886 71	2 19428
77	Temiscaming and Northern Ontario .....	8,732 74	649 73	2,885 20	.....	12,267 67	34456
78	Thousand Islands .....	.....	.....	.....	.....	.....	.....

7-B EDWARD VII., A. 1908

TABLE 5 (Continued)—EARNINGS and Income for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.										OTHER EARNINGS.					SUMMARY OF EARNINGS.		
		9	B	11	12	13	14	15	16	17	Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 11 Col. 16	Balance of Car Mileage, Switching and Hire of Equipment.	Telegraph, Rents and other Sources.	Total Earnings from Operation. Cola. 6 + 11 + 14 + 15	Total Earnings per Train Mile.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.									
1	Alberta Railway and Irrigation Co.	114,994 90											114,994 06	1 81989	63 23			181,892 02	2 87831
2	Algoma Central and Hudson Bay	98,715 11	144,608 19									144,608 19	243,323 30	6 57205	92 46			263,166 43	6 96723
3	Atlantic and Lake Superior	43,605 70										43,605 70	43,605 70	6 8927	63 30			68,896 92	8 82948
4	Bessemer and Barry's Bay Railway.	945 07										945 07	945 07					945 07	
5	Bay of Quinté	235,695 10										235,695 10	235,695 10	1 02180	81 81	1,267 45	2,183 55	288,087 75	1 25381
6	Bedford and Nelson	1,658 51										1,658 51	1,658 51	71 242	83 28			1,991 46	8 85545
7	Beersville Coal and Railway Co.	2,269 00										2,269 00	2,269 00	4 09116	93 88			2,416 87	
8	British Yukon	235,609 66										235,609 66	235,609 66	4 09116	70 63			323,665 06	5 57198
9	Brockville, Westport and North-western	27,154 17										27,154 17	27,154 17	9 5663	43 78			62,023 08	1 05906
10	Buckton and Moncton	15,853 50										15,853 50	15,853 50	7 9145	65 20			24,669 99	1 22104
11	Brandon, Saskatchewan and Hudson Bay	3,988 51	214 35									214 35	16,087 85	7 9145	63 35			6,308 58	1 22702
12	Canada Coals and Railway Co.	38,735 60	8 00									8 00	33,735 60	1 60096	87 74			38,448 48	1 82462
13	Canada Southern	6,111,298 23										6,111,298 23	6,111,298 23	72 24	72 24			8,458,679 39	
14	Canadian Government Railways—																		
15	Intercolonial	5,647,224 44	38,044 29									38,044 29	5,685,268 73	1 34627	65 96			8,619,500 66	1 25411
16	Prince Edward Island	138,733 73										138,733 73	138,733 73	41 536	48 12			288,336 76	8 8394
17	Canadian Northern	5,741,729 25										5,741,729 25	5,741,729 25	2 51908	68 76			8,350,198 08	2 41024
18	Canadian Northern Ontario	66,544 41										66,544 41	66,544 41	2 12980	51 27			129,770 91	5 8163
19	Canadian Northern Quebec	465,391 24	4,747 48									4,747 48	470,138 72	2 15093	71 39			688,533 09	1 53515
20	Canadian Pacific	45,195,317 24	282,206 61									282,206 61	45,477,523 85	2 89087	63 86			71,211,339 10	2 28025
21	Cape Breton	2,696 60										2,696 60	2,696 60	1 3896	33 10	38 92		8,144 89	41 970
22	Carleton Place and Grenville	36,667 72										36,667 72	36,667 72	82 122	72 88			50,315 63	1 12688
23	Central Ontario	182,369 48										182,369 48	182,369 48	1 49412	64 43			3,030 87	67 616
24	Crow's Nest Southern	103,981 33	157 05									157 05	104,138 38	3 57500	77 37	7 50		283,048 23	1 56856
25	Cumber and Railway and Coal Co.	77,810 17										77,810 17	77,810 17	81 08	81 08			134,570 80	2 18760
																		95,968 11	

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26	Dominion Atlantic.....	398,413 83	1,465 78	51 17	778,571 82	1 38622
27	Elgin and Havelock.....	8,883 82		70 18	12,631 81	
28	Esquimaux and Nanaimo.....	244,381 93	5 04358	53 34	458,176 12	3 28326
29	Grand Trunk.....	20,220,610 60	2 11306	64 13	31,520,834 94	1 83595
30	Canada Atlantic (G.T.R.).....	1,440,822 64	1 49896	73 22	1,987,752 87	1 23247
31	Halifax and Southwestern.....	156,711 40	1 25484	48 46	323,367 90	1 31608
32	Hamilton and St. Martin's.....	7,921 90	60288	65 47	12,100 12	92048
33	Hereford.....	54,391 20	1 17859	75 06	72,462 73	90648
34	Inverness Railway and Coal Co.....	164,437 25	1 79827	88 69	185,386 74	1 41015
35	Irondale, Bancroft and Ottawa.....	23,903 70	78486	75 45	31,685 56	1 04050
36	Kaelo and Slocan.....	8,942 78	42481	47 05	19,003 80	73794
37	Kent Northern.....	9,753 34		55 75	17,485 10	
38	Kingston and Pembroke.....	167,501 54	1 67061	71 63	233,831 04	1 40943
39	Klondike Mines.....	26,771 72	1 96273	74 29	36,040 69	2 64227
40	Lake Erie and Detroit River.....	1,276,861 86	2 56875	83 68	1,524,609 93	1 83062
41	Liverpool and Milton.....	6,239 84		83 74	7,451 84	
42	Lotbinière and Mégantic.....	29,227 59	1 50191	85 55	34,161 56	1 86065
43	Manitowin and North Shore.....	58,068 87	3 90274	96 05	60,453 12	4 06396
44	Massachusetts Valley.....	118,501 76	98152	61 27	191,828 38	96397
45	Montreal and Atlantic.....	553,271 18	1 41896	70 22	787,843 71	1 49800
46	Montreal and Province Line.....	42,986 37	78965	45 63	94,200 83	98927
47	Montreal and Vermont Junction.....	136,131 47	2 42338	66 31	205,319 12	1 68119
48	Morrissey, Fernie and Michel, B.C.....	74,230 51	3 01114	82 31	90,250 60	3 03847
49	Midland Railway Co., of Manitoba.....	8,367 69	1 19419	82 97	10,864 67	1 28519
50	Nelson and Fort Sheppard.....	43,050 74	2 49106	52 89	81,395 10	1 40788
51	New Brunswick Coal and Ry. Co.....	22,634 44	43914	55 88	40,502 19	78581
52	New Brunswick and Prince Edward Island.....	20,193 34	43618	65 75	30,859 02	61708
53	New Brunswick Southern.....	24,834 05	41861	60 93	40,745 04	63710
54	New Westminster Southern.....	23,020 30	92577	21 11	109,088 09	1 50613
55	Norfolk and Nipissing.....	34,279 20	2 53920	100 00	34,279 20	1 20914
56	Nova Scotia Steel and Coal Co.....	3,576 83		63 60	5,624 33	
57	Orford Mountain.....	18,512 70	1 42756	73 22	25,282 32	56945
58	Ottawa and New York.....	53,711 39	1 44628	44 34	134,810 46	1 07255
59	Phillipsburg Railway & Quarry Co.....	1,380 00		100 00	1,380 00	
60	Princeton Branch of Washington Co. Rail- way, U.S.A.....	11,165 76	1 73894	54 39	20,553 57	2 05556
61	Quebec Central.....	611,438 60	1 60131	66 37	922,444 46	1 58119
62	Quebec and Lake St. John.....	365,045 41	2 23588	60 51	601,619 08	1 63446
63	Quebec Ry. Light and Power Co.....	39,585 03	1 98657	31 35	185,493 78	64080
64	Quebec, Montreal and Southern.....	144,506 69	66779	54 55	234,927 53	1 31168
65	Red Mountain.....	22,054 41	1 83238	57 74	38,195 72	2 97228
66	Rutland and Noyan.....	8,722 09	3 06310	55 52	15,710 44	2 10229
67	Salisbury and Harvey.....	25,492 56		69 47	36,684 45	
68	Schomberg and Aurora.....	4,616 75	1 20228	44 79	10,307 14	46702
69	Stamstead, Shefford and Chambly.....	53,480 22	1 22579	63 64	82,447 26	93022
70	St. Clair Tunnel, yard and approaches.....	252,003 00		80 82	311,809 00	
71	St. Lawrence and Adirondack.....	179,387 23		55 83	323,088 85	1 49480
72	Sydney and Louisbourg (Dominion Coal Company).....	382,413 68	4 36186	94 98	402,676 59	3 38372
73	Temiscouata.....	110,707 58	1 35727	64 29	172,195 15	1 11531

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TABLE 5. (Continued)—EARNINGS and Income for the Year ending June, 30, 1907.  
A.—Earnings from Operation.

No.	NAME OF RAILWAY.	1	2	3	4	A	5	6	7
			Passenger Revenue.	Mail.	Express.	Miscellaneous—Extra Storage and other items.	Total Passenger Earnings, including Miscellaneous.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 Col. 16.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	p.c.
79	Toronto, Hamilton and Buffalo.....		284,122 25	3,082 36	10,200 00		247,404 61	1,02430	29.59
80	Vancouver, Victoria and Eastern.....		33,588 31	693 06	1,701 46		36,292 78	1,29276	11.13
81	Vancouver, Westminster and Yukon.....		31,568 18	623 36	691 61	309 95	33,245 60	97844	36.15
82	Victoria Terminal Railway and Ferry Company.....		3,297 81	31 81		422 45	3,330 47	42562	16.83
83	Victoria and Sydney, B.C.....		16,554 99	422 32		85	16,977 31	68626	52.75
84	Wabash Railroad Company in Canada.....		743,775 12	1,129 81	27,965 33	9,431 77	782,302 03	1,06196	30.82
85	Wellington Colliery Co.....		2,141 80	240 00			2,381 80	52882	46.15
86	Wellington Colliery Co. (Ladysmith Extension).....		494 65				494 65	265	1.34
87	York and Carleton.....		816 79	30 00	30 00		876 79		33.93
	Total.....		39,184,437 64	1,626,704 64	3,277,686 09	1,641,814 92	45,730,652 29		.....



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TABLE 5. (Concluded)—EARNINGS and Income for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	EARNINGS ARISING FROM FREIGHT SERVICE.										OTHER EARNINGS.			SUMMARY OF EARNINGS.	
		9	B	11	12	13	14	15	16	17	Total Earnings from Operation.	Total Earnings per Train Mile.	Total Earnings from Operation.	Total Earnings per Train Mile.		
		Freight Revenue.	Miscellaneous—Stock Yards, Elevators and other Items.	Total Freight Earnings, including Stock Yards, Elevators and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 = Col. 11 Col. 16.	Balance of Car Mileage, Switching Charges and Hire of Equipment.	Telegraph, Rents and other Sources.								
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	p. c.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
77	Teniascaming and Northern Ontario.	287,875 92		287,875 92	1,787 42	43 93		30,394 65	678,097 28	2,155 89						
78	Thousand Islands.	26,104 99		26,104 99	733 20	64 19		2,294 39	40,667 05	1,142 20						
79	Toronto, Hamilton and Buffalo.	568,544 87		568,544 87	3,468 27	67 76		39,429 90	853,986 31	2,184 56						
80	Vancouver, Victoria and Eastern.	227,569 63	365 41	227,934 94	5,446 86	69 94	61,572 52	57 50	325,857 74	4,781 68						
81	Vancouver, Westminster and Yukon.	52,980 16		52,980 16	4,044 90	57 61	5,131 86	589 85	91,957 47	2,163 60						
82	Victoria and Sydney, B. C.	6,898 91		6,898 91	997 96	32 80	1,374 44	222 01	11,826 83	1,511 30						
84	Wabash Railroad Co. in Canada.	13,750 85	21 50	13,772 15	1,160 24	42 79	680 64	755 90	32,186 00	1,301 02						
85	Wellington Colliery Co.	1,741,205 54	14,503 53	1,755,709 07	1,936 66	69 18			2,538,011 10	1,567 42						
86	Wellington Colliery Co. (Ladysmith Extension).	2,778 77		2,778 77	621 90	53 85			5,180 57	1,278 97						
		36,839 22		36,839 22	1,973 46	98 66			37,833 87	999 98						
		1,707 31		1,707 31		66 07			2,584 10							
87	York and Carleton.															
	Total.	94,985,087 81	742,991 40	95,728,079 21			122,537 75	5,146,945 43	146,738,214 68							



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30	Grand Trunk.....	21,765,115 45	1-29736	69-03	3,407,146 19	6,233,872 81	11,258,239 83	805,856 02 36
31	Canada Atlantic (G.T.R.)	1,874,702 96	1-17423	95-27	447,858 77	384,865 10	989,799 08	52,240 00 31
32	Gulf Shore (operated by Caraquet Ry.)							32
33	Halifax and Southwestern	291,029 42	1-02557	89-39	90,515 27	32,876 14	140,658 38	26,979 63 33
34	Hampton and St. Martins	5,757 49	43816	47-50	1,500 00		3,706 61	448 67 24
35	Hereford.....	97,327 53	1-22023	—134 00	28,984 58	13,215 26	52,664 33	2,659 36 35
36	Inverness Railway and Coal Co.	110,060 71	82066	59-00	32,451 42	20,848 74	50,262 66	6,487 89 36
37	Irradale, Bancroft and Ottawa	31,188 44	1-02418	98-00	11,314 70	2,683 21	12,908 19	4,983 34 37
38	Kaslo and Slooan	37,388 14	1-77654	—240 74	20,541 20	3,067 56	12,378 68	1,210 69 38
39	Kent Northern.....	10,831 00		61-90	3,416 00	950 00	4,935 00	1,530 00 39
40	Kettle River Valley (not reported)							40
41	Kingston and Pembroke.	171,416 90	1-03328	73-31	52,430 51	21,116 96	90,109 53	7,759 91 41
42	Klondyke Mines	96,964 06	7-10880	—269 04	34,392 72	9,401 50	11,514 47	11,514 47 42
43	Lake Erie and Detroit River Ry	1,073,422 34	1-28887	70-41	142,828 68	201,136 85	694,127 03	35,329 78 43
44	Liverpool and Milton.	5,736 92		79-00	1,283 63	856 75	3,074 42	523 12 44
45	Lothbriar and Megantic.	26,184 08	1-42614	76-65	6,232 96	3,261 92	10,924 81	5,704 39 45
46	Magnatwan River (operated by G. T. R.)							46
47	Manitoulin and North Shore	38,151 90	2-56414	63-11	8,611 25	4,960 27	18,524 35	6,017 03 47
48	Massawippi Valley.....	168,793 39	84823	87-90	43,755 53	13,768 87	108,621 06	2,650 93 48
49	Montreal and Atlantic	644,223 68	1-21674	81-79	169,529 43	81,678 40	371,187 71	21,828 12 49
50	Montreal and Province Line	771,225		79-00	23,244 47	3,806 28	45,480 64	2,009 29 50
51	Montreal and Vermont Junction	99,292 94	80375	48-36	17,895 26	1,928 12	76,032 07	8,346 49 51
52	Morrissey, Fernie and Michel, B. C.	70,213 73	2-81623	78-00	8,896 26	11,790 30	41,229 35	8,307 82 52
53	Midland Railway Co. of Manitoba	31,471 35	4-39366	—312 06	10,404 53	4,283 65	15,306 94	1,476 23 53
54	Nelson and Fort Sheppard	127,920 10	2-01980	—157 16	39,354 25	14,451 90	63,481 47	10,632 46 54
55	New Brunswick Coal and Railway Co.	70,887		—100 03	12,436 61	4,022 29	17,886 59	6,514 41 55
56	New Brunswick and Prince Edward Island	23,745 89	47484	76-94	8,343 48	3,902 48	10,055 00	1,444 93 56
57	New Brunswick Southern	47,940 29	80845	—117 66	12,945 06	5,757 31	23,099 36	6,138 56 57
58	New Westminster Southern	89,927 59	1-24381	82-47	23,445 16	7,650 44	49,078 73	4,753 26 58
59	Nobonsburg and Nipissing	34,279 20	1-26915	100-00	10,969 34	3,141 89	18,167 97	59
60	Nova Scotia Steel and Coal Co.	13,883 87		246 85	6,333 22	2,742 21	1,059 86	4,138 56 60
61	Orford Mountain.....	30,070 29	67736	—118 00	11,993 68	1,544 70	13,890 44	2,641 47 61
62	Ottawa and New York	123,183 23	1-06814	98-66	38,345 72	13,845 72	64,821 63	6,120 16 62
63	Phillipsburg Railway and Quarry Co.	5,710 14		—413 77	1,224 97		1,385 17	3,100 00 63
64	Princeston Branch of Washington Co. Ry., U.S.A.	5,495 99	54965	26-74	2,446 82		1,964 17	275 57 64
65	Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern)							65
66	Quebec Central.....	618,838 41	1-04743	67-03	154,298 92	97,625 36	310,471 70	56,487 43 66
67	Quebec and Lake St. John	395,715 52	1-08823	65-77	96,315 05	59,469 88	211,935 85	38,095 04 67
68	Quebec Railway, Light and Power Co.	130,247 80	44970	70-24	20,687 26	14,005 55	68,487 71	23,417 28 68
69	Quebec, Montreal and Southern	252,137 03	1-24830	95-17	51,310 01	34,096 21	140,249 11	23,481 56 69
70	Red Mountain	35,201 68	2-74636	92-14	8,995 02	2,412 18	18,940 11	4,954 37 70
71	Rotland and Noyan	8,887 73	1-09468	56-57	1,285 64	1,675 88	13,821 47	678 68 71
72	Salisbury and Harvey	37,704 92		—102 89	18,110 64	4,016 08	1,806 73	1,806 73 72
73	Schenberg and Aurora	11,258 13	51011	—109 22	2,371 06	1,252 96	7,481 26	252 96 73
74	Stamstead, Shefford and Chambly	62,807 51	70863	76-18	17,561 31	3,074 97	40,767 22	1,394 01 74
75	St. Clair Tunnel, Yard and Approaches	146,367 51		46-94	12,414 24	99,581 09	32,177 81	2,194 37 75
76	St. Lawrence and Adirondack	186,640 25	90615	60-55	59,326 45	26,694 62	106,978 53	2,640 69 76
77	Sydney and Louisburg (Dominion Coal Co.)	399,299 70	3-30576	99-16	67,115 92	128,465 76	157,905 85	45,812 17 77
78	Temisconata	135,645 16	87857	78-77	40,960 33	25,641 66	51,979 75	17,063 42 78

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TABLE 6. (Concluded)—GENERAL EXPENDITURES for the Year ending June 30, 1907.

1	2	3	4	5	6	7	8
Name of Railway.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES.			
	Amount.	Total Operating Expenses per Train Mile.	Proportion to Earnings from Operation.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.
	Cols. 5+6+7+8	\$ cts.	p. c.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
79 Temiscaming and Northern Ontario.....	503,161 36	1,59572	74 20	93,002 42	63,881 51	315,533 14	30,664 29 79
80 Thousand Islands.....	25,071 82	1,70418	61 67	4,212 39	2,380 65	15,822 84	2,675 94 80
81 Toronto, Hamilton and Buffalo.....	538,206 21	1,37677	93 02	103,531 49	70,421 52	327,411 21	36,841 99 81
82 Vancouver, Victoria and Eastern.....	178,881 54	2,62493	46 65	48,661 70	20,018 09	101,046 70	9,155 05 82
83 Vancouver, Westminster and Yukon.....	63,138 69	1,48548	68 66	13,694 62	838 76	45,218 77	3,896 54 83
84 Victoria Terminal Railway and Ferry Co.....	12,805 07	1,63645	92 00	4,248 20	1,076 64	5,722 92	1,757 31 84
85 Victoria and Sydney, B.C.....	23,147 88	93569	72 00	6,032 75	2,054 77	11,786 20	3,274 16 85
86 Wabash Railroad Co. in Canada.....	1,930,587 89	1,19229	76 06	175,778 09	269,129 75	1,420,197 21	63,432 84 86
87 Wellington Colliery Co.....	34,400 84	7,63562	-666 60	8,441 05	15,085 89	10,873 90	..... 87
88 " (Ladysmith Extension).....	37,353 87	99998	100 00	3,037 36	7,115 25	27,181 26	..... 88
89 York and Carleton.....	3,780 75	.....	-146 30	1,080 25	125 00	2,542 00	33 50 89
Final total.....	103,748,577 27	.....	.....	20,887,091 66	21,666,373 06	57,325,543 26	3,869,669 27

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TABLE 7.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1907, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS.

No.	Name of Railway.	Earnings.					Operating Expenses.	Net Earnings.	
		Passenger.		Freight.		Other Earnings from Operation.			
		\$	cts.	\$	cts.	\$			cts.
1		3	4	A	5	6	7		
1907.									
Col. 5-6.									
		\$	cts.	\$	cts.	\$	cts.		
1	Alberta Railway and Irrigation Co.	56,245 22	114,994 06	10,652 74	181,892 02	136,243 47	45,648 55		
2	Algoma Central and Hudson Bay	17,348 83	243,323 30	2,494 25	283,166 43	218,967 26	44,199 17		
3	Atlantic and Lake Superior	25,280 62	43,605 70		68,896 32	70,120 99	-1,234 67		
4	Beaumont & Barry's Bay Railway		945 07		945 07	5,548 96	-4,603 89		
5	Bay of Quinte	48,941 65	235,685 10	3,451 00	288,047 75	170,878 02	117,209 73		
6	Bedfordton and Nelson	332 97	1,688 51		1,991 48	14,303 98	-12,312 50		
7	Beersville Coal and Railway Co.	147 87	2,269 00		2,416 87	4,395 38	-1,978 51		
8	British Yukon	81,948 45	235,609 66	6,106 95	323,665 06	147,566 91	176,098 15		
9	Brookville, Westport and Northwestern	34,868 83	27,154 17		62,025 00	27,067 37	34,955 63		
10	Bucktonche and Moncton	8,592 14	16,067 85		24,659 99	19,821 40	4,838 59		
11	Brandon, Saskatchewan and Hudson Bay	2,037 07	3,996 51	275 00	6,308 58	27,056 47	-20,747 89		
12	Canada Coals and Railway Co.	4,685 93	33,735 60	26 95	33,448 48	22,272 53	16,175 95		
13	Canada Southern	2,141,260 34	6,111,298 23	206,120 82	8,478,979 39	8,656,886 43	-198,217 04		
14	Canadian Government Railways—Intercolonial	2,934,231 83	5,685,268 73		8,619,000 56	8,202,064 08	417,436 48		
15	" " Prince Edward Island	149,603 03	138,733 73		288,336 76	376,977 70	-88,640 94		
16	Canadian Northern	1,725,424 38	5,741,729 25	888,044 45	8,350,198 08	5,375,701 26	2,974,496 82		
17	Canadian Northern, Ontario	69,854 06	66,544 41	3,372 44	129,770 91	141,836 10	-12,065 19		
18	Canadian Northern, Quebec	178,067 83	470,138 72	10,326 54	658,633 09	586,267 64	73,265 45		
19	Canadian Pacific	22,688,334 74	45,477,512 86	3,045,491 51	71,211,339 10	45,310,918 08	25,900,421 02		
20	Cape Breton	5,409 37	2,696 60	38 92	8,144 89	15,869 33	-7,754 44		
21	Carriquet	13,647 91	36,667 72		50,315 63	51,193 43	-877 80		
22	Carillon and Grenville	1,778 55	155 27	1,096 85	3,030 67	5,246 91	-2,216 24		
23	Central Ontario	66,957 57	182,369 48	33,721 20	283,048 25	144,357 98	138,690 27		
24	Crows Nest Southern	29,360 03	104,118 38	1,091 95	134,570 36	113,040 62	21,529 74		
25	Cumberland Railway and Coal Co.	18,157 94	77,810 17		95,968 11	44,042 34	51,925 77		
26	Dominion Atlantic	380,157 99	398,413 83		778,571 82	497,985 43	280,586 39		
27	Edmonton, Yukon and Pacific (Canadian Northern)								
28	Elgin and Havelock	3,767 79	8,863 82		12,631 61	10,713 68	1,917 93		

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TABLE 7. (Concl.)—INCOME Account of Railways for the Year ending June 30, 1907, including Comparative Statement of Net Earnings.

No.	Name of Railway.	EARNINGS.						NET EARNINGS.
		3	4	A	5	6	7	
		EARNINGS.						
		Passenger.	Freight.	Other earnings from operation.	Total gross, including other earnings from operation.	Operating expenses.	1907.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Cols. 5-6.	
29	Esquimalt and Nanaimo .....	205,403 19	244,391 93	8,381 00	458,176 12	305,241 67	152,934 45	
30	Grand Trunk (Canada Atlantic) ..	471,688 31	1,440,822 64	55,245 02	1,967,752 97	1,874,762 96	92,990 01	
31	Grand Trunk in Canada .....	10,596,343 65	20,220,610 60	712,890 09	31,529,834 34	21,765,115 45	9,764,718 89	
32	Gulf Shore (in Caraquet Ry.) ..							
33	Halifax and South Western .....	162,357 22	156,711 40	4,299 24	323,367 86	291,029 42	32,338 44	
34	Hampton and St. Martin's .....	4,178 22	7,921 90		12,100 12	5,757 49	6,342 63	
35	Hereford .....	18,071 53	54,391 20		72,462 73	97,327 53	24,864 80	
36	Inverness Railway and Coal Co. ..	20,131 69	164,437 25	817 80	186,386 74	110,060 71	75,336 03	
37	Irondale, Bancroft and Ottawa ..	7,181 86	23,903 70		31,685 56	31,188 44	497 12	
38	Kaslo and Slocan B. C. ....	6,301 73	8,942 78	3,759 29	19,003 80	37,398 14	18,394 34	
39	Kent Northern .....	7,741 76	9,753 34		17,495 10	10,831 00	6,664 10	
40	Kettle River Valley .....							
41	Kingston and Pembroke .....	56,659 99	167,501 54	9,669 51	233,831 04	171,416 90	62,414 14	
42	Klondyke Mines .....	9,268 87	26,771 72		36,040 59	96,964 06	60,923 47	
43	Lake Erie and Detroit River .....	242,769 74	1,275,861 86	5,978 33	1,524,609 93	1,073,422 34	451,187 59	
44	Liverpool and Milton .....	1,212 00	6,239 84		7,451 84	5,796 92	1,714 92	
45	Lotbiniere and Megantic .....	4,035 26	29,227 59	898 71	34,161 56	26,184 08	7,977 48	
46	Magalloway River (operated by G.T.R.)							
47	Manitoulin and North Shore .....	1,492 45	58,098 87	901 80	60,493 12	38,151 90	22,301 22	
48	Massawippi Valley .....	72,783 62	118,501 76	540 00	191,825 38	168,793 39	23,031 99	
49	Montreal and Atlantic .....	214,355 46	553,271 18	20,217 07	787,843 71	644,223 66	143,620 05	
50	Montreal and Province Line .....	49,448 10	42,986 37	1,766 36	94,200 83	74,540 68	19,660 15	
51	Montreal and Vermont Junction ..	69,012 65	136,131 47	175 00	205,319 12	98,292 94	106,036 18	
52	Morrissey, Fernie and Michel .....	7,104 05	74,290 51	8,866 04	90,250 60	70,213 73	20,036 87	
53	Midland Railway of Manitoba .....	1,631 48	8,367 69	85 50	10,084 67	31,471 35	21,396 68	
54	Nelson and Fort Sheppard .....	38,291 86	43,040 74	52 50	81,395 10	127,920 10	46,525 00	
55	New Brunswick Coal and Railway Co.	9,172 79	22,634 44	8,684 96	40,592 19	40,689 90	157 71	
56	New Brunswick and Prince Edward Island .....	10,666 31	20,193 34	99 37	30,869 02	23,745 89	7,113 13	

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57 New Brunswick Southern.....	15,920 99	24,824 05	.....	21 98	40,745 04	47,940 29	-7,185 25
58 New Westminster Southern.....	85,935 81	23,020 30	.....	.....	109,038 09	89,927 59	19,110 50
59 Nonsbousing and Nipissing.....	.....	34,279 20	.....	.....	34,279 20	34,279 20	.....
60 Nova Scotia Steel and Coal Co.....	2,047 50	8,576 83	.....	.....	5,524 33	13,983 87	-8,269 54
61 Orford Mountain.....	6,560 70	18,512 70	.....	189 55	25,252 32	30,070 29	-4,787 97
62 Ottawa and New York.....	69,152 87	53,348 82	.....	308 77	124,812 46	123,133 23	1,677 23
63 Phillipsburg Railway and Quarry Co., (U.S.).....	.....	1,380 00	.....	.....	1,380 00	6,710 14	-4,330 14
64 Princeton Branch of Washington Co. Ry. (U.S.).....	.....	11,165 76	.....	.....	20,553 57	5,495 99	15,057 58
65 Qu'Appelle, Long Lake and Saskatchewan (Canadian Northern).....	301,975 56	611,438 00	9,029 30	.....	922,444 46	618,883 41	303,561 05
66 Quebec Central.....	206,761 94	365,045 41	29,812 33	.....	601,619 68	395,715 52	205,904 16
67 Quebec and Lake St. John.....	145,904 75	39,585 03	.....	.....	185,483 78	130,297 80	55,185 98
68 Quebec Railway Light and Power Co.....	103,824 40	144,505 69	16,595 44	.....	264,927 53	252,137 08	12,790 50
69 Quebec, Montreal and Southern.....	5,685 02	22,034 41	10,456 29	.....	38,195 72	85,201 68	2,894 04
70 Red Mountain.....	10,976 61	8,722 09	.....	.....	15,710 44	8,867 73	6,822 71
71 Rutland and Noyan.....	6,988 35	25,492 56	.....	225 26	36,694 43	37,754 92	-1,060 49
72 Salisbury and Harvey.....	4,112 97	4,616 23	1,577 42	.....	10,307 14	11,258 13	-850 99
73 Schomberg and Aurora.....	28,227 80	33,480 23	139 24	.....	82,447 26	62,907 51	19,539 75
74 Stanstead, Shefford and Chambly.....	59,784 00	232,003 00	22 00	.....	311,809 00	145,367 51	165,441 49
75 St. Clair Tunnel.....	142,432 16	180,367 84	258 85	.....	323,068 85	186,640 25	137,428 60
76 St. Lawrence and Adirondack.....	20,262 91	382,413 68	.....	.....	402,676 59	399,299 70	3,376 89
77 Sydney and Louisburg (Dom. Coal Co.).....	59,331 57	110,707 58	.....	.....	172,196 15	135,645 16	36,549 99
78 Temiscouata.....	349,886 71	297,875 92	2,156 00	.....	678,047 28	503,161 36	174,885 92
79 Temiskaming and Northern Ontario.....	12,267 67	25,104 99	30,334 65	.....	40,667 05	25,071 82	15,595 23
80 Thousand Islands.....	247,404 61	666,544 87	2,284 39	.....	863,946 31	538,206 21	315,740 10
81 Toronto, Hamilton and Buffalo.....	36,292 78	227,934 94	61,630 02	.....	325,567 74	178,861 54	146,706 20
82 Vancouver, Victoria and Eastern.....	33,245 60	86,225 76	5,731 71	.....	91,957 47	63,198 69	28,818 78
83 Vancouver, Westminster and Yukon.....	16,977 31	13,773 15	1,436 54	.....	32,186 00	23,147 88	9,038 12
84 Victoria and Sydney, B.C.....	3,330 47	6,808 91	1,596 45	.....	11,825 83	12,805 07	-979 24
85 Victoria Terminal and Ferry Co.....	782,302 03	1,755,709 07	.....	.....	2,538,011 10	1,930,587 89	607,423 21
86 Wabash Railroad Co. in Canada.....	2,381 80	2,778 77	.....	.....	5,160 57	34,400 84	-29,240 27
87 Wellington Colliery Co.....	494 65	36,839 23	.....	.....	37,333 87	37,333 87	.....
88 " " (Ladysmith Extension).....	876 79	1,707 31	.....	.....	2,584 10	8,780 75	-1,196 65
89 York and Carleton.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	45,730,652 29	95,738,079 21	5,269,483 18	.....	146,738,214 68	103,748,177 27	42,989,037 41

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TABLE 8 A.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1907.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
1	Alberta Ry. and Irrigation Co.	23,762	1,266,909		47,728	51,078 97	56,245 22
2	Albert Southern (not in operation)						
3	Albion Central and Hudson Bay	15,983	560,082	1,303	28,921	17,088 88	17,348 88
4	Atlantic and Lake Superior	16,635	918,525	9,500	56,300	21,686 38	25,280 62
5	Atlantic, Quebec and Western (under construction)						
6	Bay of Quinte	108,775	1,750,494		229,770	40,186 23	48,941 45
7	Bedfordton and Nelson	945	5,779		2,328	328 02	332 97
8	Beersville Coal and Ry. Co.	561			5,008	147 87	147 87
9	British Yukon	11,737	1,042,832	498	53,634	71,948 21	81,948 45
10	Brockville, Westport and Northwestern	73,468	2,204,040	30,150	28,080	30,486 73	34,868 83
11	Bruce Mines and Algoma (not in operation)						
12	Buctouche and Moncton	17,837			20,032	8,151 13	8,692 14
13	Brandon, Saskatchewan and Hudson Bay	1,995	77,297	140	1,170	2,001 26	2,037 07
14	Bessemer and Barry's Bay Ry. Co.						
15	Canada Coals and Ry. Co.	13,260	110,891		14,040	3,983 29	4,685 93
16	Canada Southern	1,095,471	82,338,033	1,679,369		1,738,937 87	2,141,260 34
17	Canadian Govt. Rys.—						
	Intercolonial	2,672,926	148,412,096	2,678,249	504,245	2,615,983 24	2,984,231 83
	Prince Edward Island	303,437	7,053,290		334,014	124,181 55	149,603 03
18	Canadian Northern	708,988	60,683,505	1,185,080	265,510	1,464,256 18	1,720,424 38
19	Canadian Northern Ontario	60,552	2,403,339	106,449	31,243	56,778 32	59,854 06
20	Canadian Northern Quebec	296,938	8,123,920	211,405		159,949 90	178,067 83
21	Canadian Pacific	8,656,169	1,044,888,381	12,213,413	1,299,887	19,271,552 36	22,688,334 74
22	Cape Breton	7,933	177,604		19,406	5,038 62	5,409 37
23	Caracquet	11,074	498,330		44,650	11,200 51	13,647 91
24	Carillon and Grenville	5,148			2,860	1,778 55	1,778 55
25	Central Ontario	133,331	3,139,068	23,960	120,192	66,967 57	68,957 57
26	Crow's Nest Southern	17,212	697,236	32,891	26	26,467 25	29,360 03
27	Cumberland Ry. and Coal Co.	31,049			785,670	13,929 42	18,157 94
28	Dominion Atlantic	384,806	15,066,225	302,267	184,649	341,961 93	380,157 99
29	Edmonton, Yukon and Pacific (C.N.R.)						
30	Elgin and Havelock	8,913	109,035			3,030 35	3,767 79
31	Esquimaux and Nainimo	176,039	4,231,558	90,669		192,875 26	205,403 19
32	Grand Trunk, in Canada	10,137,015	490,124,675	7,604,217	610,588	9,011,511 86	10,586,343 65



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	473,386	21,857,332	635,380	107,969	419,233 57	471,685 81
33 Grand Trunk (Canada Atlantic).....						
34 Gulf Shore (in Carquet Ry.).....	177,355	6,623,081	120,555		150,165 64	162,367 22
35 Halifax and Southwestern.....	7,236	110,302		13,140	3,933 71	4,178 22
36 Hampton and St. Martins.....	24,936	697,612	33,612	21,306	16,557 89	18,071 53
37 Hereford.....						
38 Indian River (not operated).....						
39 International of New Brunswick.....						
40 Inverness Ry. and Coal Co.....	27,700	816,374	40,024		18,825 87	20,131 69
41 Irondale, Bancroft and Ottawa.....	10,961	221,280		30,452	6,638 40	7,781 96
42 Kaslo and Slocan, B.C.....	4,564	81,626		21,051	4,792 28	6,301 73
43 Kent Northern.....	9,010				6,629 01	7,741 76
44 Kettle River Valley.....						
45 Kingston and Pembroke.....	44,708	1,382,553	65,640	94,575	46,396 71	56,659 99
46 Klondyke Mines.....	2,555	69,369		13,640	8,905 37	9,268 87
47 Lake Erie and Detroit River.....	556,588	11,283,308	336,153	26,147	206,519 95	242,769 74
48 Liverpool and Milton.....	25,377	24,200		2,808	1,212 00	1,212 00
49 Lotbinière and Mégantic.....	11,894	154,974		15,360	4,035 26	4,035 26
50 Maganetawan River. Operated by G.T.R.						
51 Manitoulin and North Shore.....						
52 Massawippi Valley.....	3,555	35,546		8,506	1,482 45	1,482 45
53 Montreal and Atlantic.....	169,980	2,998,271	78,298	18,012	68,319 06	73,783 62
54 Montreal and Province Line.....	292,433	7,679,929	138,173	158,928	193,613 32	214,355 46
55 Montreal and Vermont Junction.....	133,126	2,041,858	41,399	28,808	43,717 04	49,448 10
56 Morrissey, Fernie and Michel.....	142,790	2,945,500	67,363		63,981 94	69,012 65
57 Midland of Manitoba.....	217,201	1,092,521		14,689	7,104 05	7,104 05
58 Nelson and Fort Sheppard.....	2,993	77,401	156	6,463	1,589 66	1,631 48
59 New Brunswick Coal and Ry. Co.....	36,414	1,033,810	46,051		84,433 50	84,291 88
60 New Brunswick and Prince Edward Island.....	14,297	300,606		51,542	7,681 03	9,172 79
61 New Brunswick Southern.....	18,798	372,012	3,712	22,104	8,669 41	10,546 31
62 New Westminster Southern.....	12,585	540,985		59,300	11,047 08	15,920 99
63 Nesboring and Nipissing.....	101,643	2,304,162	47,380	14,708	77,978 69	83,995 81
64 Nova Scotia Steel and Coal Co.....						
65 Orford Mountain.....	7,408				1,708 50	2,047 50
66 Ottawa and New York.....	13,467	205,472	31,425	11,856	5,876 34	6,880 07
67 Phillipsburg Ry. and Quarry Co.....	110,300	2,846,678	78,114		62,616 84	69,152 87
68 Pontiac and Renfrew (not in operation).....						
69 Princeton Branch, of Washington Co. Ry.						
70 Qu Appelle, Long Lake and Saskatchewan (C.N.R.)	90,132	459,673	3,578	6,365	8,764 79	9,387 81
71 Quebec Central.....	280,374	12,572,334	209,022	200,914	274,628 23	301,976 56
72 Quebec and Lake St. John.....	325,629	8,140,365	200,371	27,756	187,128 77	206,761 94
73 Quebec and New Brunswick (not operated)						
74 Quebec Ry., Light and Power Co.....	1,235,260	6,482,389	264,793		129,647 78	145,908 75
75 Quebec, Montreal and Southern	213,327	3,951,123	94,123	93,449	94,140 48	103,824 40
76 Red Mountain.....	14,697	139,122	822	5,111	4,633 13	5,685 02
77 Rutland and Noyan.....	91,527	310,276	4,644		6,785 73	6,988 35
78 Salisbury and Harvey.....	13,355				8,434 08	10,976 61
79 Schomberg and Aurora.....	34,848				4,112 97	4,112 97
80 Sault Ste. Marie and Chamblé.....	182,305	1,219,301	45,003	18,247	24,969 58	28,827 80
81 St. Clair Tunnel.....					59,784 00	59,784 00
82 St. John Valley and Rivière du Loup.....						

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TABLE 8 A. (Continued.)—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, &amp;c.

No.	Name of Railway.	Passengers Carried.	Passengers Carried one Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.
		No.	No.	Miles.	Miles.	\$ cts.	\$ cts.
83	St. Lawrence and Adirondack.....	342,870	8,934,062	142,015	.....	135,728 67	142,432 16
84	Sydney and Louisburg (Dominion Coal Co.).....	44,631	734,647	33,117	.....	16,922 47	20,262 91
85	Temiscouata.....	62,197	.....	72,826	69,609	49,281 56	59,331 57
86	Temiskaming and Northern Ontario.....	447,142	12,643,073	147,890	11,575	326,814 49	349,886 71
87	Thousand Islands.....	36,561	219,366	.....	35,604	8,732 74	12,267 57
88	Toronto, Hamilton and Buffalo.....	416,626	11,094,865	236,051	5,494	254,122 25	247,404 61
89	Vancouver, Victoria and Eastern.....	44,370	907,792	26,300	1,774	33,588 31	36,292 78
90	Vancouver, Westminster and Yukon.....	96,236	1,177,551	29,406	4,572	31,508 18	33,245 60
91	Victoria and Sydney, B.C.....	60,800	800,400	12,869	11,870	16,554 99	16,977 31
92	Victoria Terminal Ry. and Ferry Co.....	66,393	113,630	912	6,913	3,297 81	3,330 47
93	Wellington Colliery (Ladysmith Ry.).....	1,345	13,369	18,667	18,667	494 65	494 65
94	Wellington Colliery Co.....	4,283	45,042	4,504	.....	*2,141 80	2,381 80
95	Wabash Ry. Co., in Canada.....	509,823	35,868,517	722,843	13,819	743,775 12	782,302 03
96	York and Carleton.....	4,100	.....	.....	6,366	816 79	876 79
	Total.....	32,137,319	2,049,549,813	30,220,461	5,971,414	39,244,221 64	45,730,652 29

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TABLE 8 A.—Continued.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Average Mileage Operated during Year.
	No.	No.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
1 Alberta Ry. & Irrigation Co.	98,894	4,867,009	47,728	15,466	114,994 06	114,994 06	63,194	181,892 02	136,243 47	113 40
2 Albert Southern (not in operation).										
3 Algoma Central & Hudson Bay	237,198	5,879,786	28,921	7,548	98,715 11	243,823 90	37,772	263,166 43	218,967 26	62 00
4 Atlantic and Lake Superior.	32,373	2,325,707	55,300	19,700	43,605 70	43,605 70	83,500	68,886 32	70,120 99	100 00
5 Atlantic, Quebec and Western (under construction).										
6 Bay of Quinté	336,873	11,993,386	229,770	235,695 10	235,695 10	235,695 10	229,770	238,067 75	170,878 02	
7 Beedington and Nelson	4,943	55,405	2,328	1,658 51	1,658 51	1,658 51	2,328	1,491 48	14,303 98	28 97
8 Beersville Coal and Ry. Co.	5,673		5,008	2,269 00	2,269 00	2,269 00	5,008	2,416 87	4,395 38	
9 British Yukon.	31,871	2,838,431	53,634	3,966	236,609 66	236,609 66	58,068	323,665 06	147,666 91	90 32
10 Brookville, Westport & North-western	21,865	655,950	28,090	205	27,154 17	27,154 17	58,535	62,023 00	27,067 37	45 00
11 Bruce Mines and Algoma (not in operation).										
12 Buctouche and Moncton.	237,575				15,853 50	16,067 85	20,032	24,659 94	19,821 40	
13 Brandon, Saskatchewan & Hudson Bay	10,433	463,851	1,170	3,813	3,988 51	3,986 51	5,123	6,308 58	27,066 47	16 74
14 Bessemer & Barry's Bay Ry. Co.	10,621				945 07	945 07		945 07	5,545 96	
15 Canada Coals and Ry. Co.	96,391	932,809	14,040	7,032	33,735 60	33,735 60	21,072	38,448 48	22,272 53	12 00
16 Canada Southern.	6,067,427			2,151,776	6,111,286 23	6,111,286 23	3,531,136	8,458,679 39	8,656,896 43	382 19
17 Canadian Government Rys.—										
Intercolonial.	3,695,641	966,919,251	504,245	3,690,468	5,647,224 44	5,685,268 73	6,872,982	8,619,500 56	8,202,064 06	1,445 65
Prince Edward Island.	92,247	3,336,959	334,014	138,733 73	138,733 73	138,733 73	334,014	288,336 76	375,977 70	267 00
18 Canadian Northern.	1,822,220	637,437,305	265,510	2,013,782	5,741,729 25	5,741,729 25	3,464,372	8,350,198 08	5,375,701 26	2,509 00
19 Canadian Northern Ontario.	65,212	4,009,207	31,243	66,544 41	66,544 41	66,544 41	137,682	129,770 91	141,836 10	
20 Canadian Northern Quebec.	449,298	32,611,672		217,563	465,391 24	470,138 72	428,968	658,533 09	585,267 64	251 00
21 Canadian Pacific	14,910,429	5,812,386,519	1,299,887	17,721,206	45,195,217 85	45,477,512 85	31,234,506	71,211,339 10	45,310,918 06	8,734 80
22 Cape Breton	3,394	72,871	19,406	2,686 60	2,686 60	2,686 60	19,406	8,144 89	15,899 33	31 00
23 Caraque...	25,099	1,129,455	44,650	36,667 72	36,667 72	36,667 72	44,650	50,315 63	51,193 43	
24 Carillon and Grenville.	104		2,860	156 27	156 27	156 27	2,860	3,030 67	5,246 91	13 00
25 Central Ontario.	239,180	6,940,520	120,192	36,309	182,369 48	182,369 48	180,460	283,048 26	144,357 98	135 00
26 Crow's Nest Southern.	178,367	8,905,176	26	23,098	103,961 33	104,118 38	61,515	134,570 36	113,040 62	53 20
27 Cumberland Ry. & Coal Co.	373,213		785,670		77,810 17	77,810 17	785,670	95,968 11	44,042 34	
28 Dominion Atlantic.	362,497	15,587,371	184,649	87,160	398,413 83	398,413 83	574,076	778,571 82	497,985 43	

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TABLE 8A.—*Concluded.*—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1907.

Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Average Mileage Operated during Year.
	No.	No.	Miles.	Miles.	\$ cts.	\$ cts.	Miles.	\$ cts.	\$ cts.	Miles.
29 Edmonton, Yukon and Pacific (C. N. R.)										
30 Elgin and Havelock	183,115	183,016			8,803 82	8,863 82		12,681 61	10,713 68	
31 Esquimaux and Nanaimo	1,686,377	5,731,477		48,456	244,391 93	244,391 93	139,125	458,176 12	305,241 67	
32 Grand Trunk (Canada Atlantic)	15,342,677	209,010,079	107,959	853,256	1,440,822 64	1,440,822 64	1,596,596	1,967,752 97	1,874,762 96	451 82
33 Gulf Shore in Carquest		3,008,720,055	610,598	8,958,771	20,220,610 60	20,220,610 60	17,173,386	31,523,834 34	21,765,115 45	3,116 90
34 Halifax and South Western	179,011	7,863,317		124,887	156,711 40	156,711 40	245,442	323,367 86	291,029 42	307 60
35 Hampton and St. Martin's		282,247	13,140		7,420 76	7,921 90	13,140	12,100 12	5,757 49	
37 Hereford	175,923	4,203,002	21,306	24,803	62,977 91	54,391 20	79,721	72,462 73	97,327 53	52 85
38 Indian River										
39 International of New B'k. (not in operation)										
40 Inverness Ry. and Coal Co.	283,015	15,318,966		91,442	164,437 25	164,437 25	131,466	185,386 71	110,050 71	60 91
41 Irondale, Bancroft and Ottawa	34,130	1,151,566	30,452		23,903 70	23,903 70	30,452	31,685 56	31,184 44	
42 Kaslo and Slokan, B.C.	6,108	124,336	21,061		8,942 78	8,942 78	21,061	19,003 80	37,398 14	31 73
43 Kent Northern					9,753 34	9,753 34		17,495 10	10,881 00	
44 Kettle River Valley										
45 Kingston and Pembroke	124,826	6,344,805	94,575	5,089	167,501 54	167,501 54	165,904	233,831 04	171,416 90	
46 Klondyke Mines	2,314	70,452	13,640		26,771 72	26,771 72	13,640	36,040 69	96,964 06	31 05
47 Lake Erie and Detroit River	2,365,056	211,157,027	26,147	470,538	1,275,861 86	1,275,861 86	832,838	1,524,009 93	1,073,422 34	229 22
48 Liverpool and Milton	14,700	66,150	2,808		6,239 84	6,239 84	2,808	7,451 84	5,736 92	
49 Lobnitz and Megantic	55,712	803,445	18,360		29,227 59	29,227 59	19,360	34,161 56	26,181 08	30 00
50 Magnetawan River	13,581									
51 Manitoulin and North Shore	290,755	3,195,291	8,505	6,374	58,068 87	58,068 87	14,879	60,453 12	38,151 90	13 00
52 Mississippi Valley	481,960	13,803,631	18,012	102,684	118,501 76	118,501 76	198,994	191,825 38	168,793 39	38 41
53 Montreal and Atlantic	907,378	17,771,985	158,928	232,364	553,271 18	553,271 18	529,465	787,843 71	644,223 66	184 40
54 Montreal and Province Line	84,435	1,942,841	28,808	25,016	42,886 37	42,886 37	86,223	94,200 83	74,540 68	58 60
55 Montreal and Vermont Junction	889,743	18,752,823	14,689	66,174	136,131 47	136,131 47	123,537	205,319 12	98,232 94	23 60
56 Morrissey, Fernie and Michel	473,558	5,824,763	9,980	9,980	74,290 51	74,290 51	24,669	90,250 60	70,213 73	6 15
57 Midland Ry. of Manitoba	120,450	617,180	6,468	6,369	8,355 69	8,357 69	7,163	10,064 67	31,471 35	23 42
58 Nelson and Fort Sheppard	30,945	1,001,922		17,282	41,857 51	43,050 74	63,333	81,395 10	127,920 10	60 12
59 New Brunswick Coal & Ry. Co.	40,338	2,018,656	51,542		22,631 44	22,634 44	51,542	40,502 19	40,659 90	58 00
60 New Brunswick and Prince Edward	29,259	488,886	22,104	24,192	20,193 34	20,193 34	50,009	30,859 02	23,745 89	36 00

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61 New Brunswick Southern	27,183	852,939	59,300	24,824 05	24,824 06	59,300	40,745 04	47,940 29	23 58
62 New Westminster Southern	67,438	1,205,020	14,708	23,020 30	23,020 30	72,300	109,038 09	89,927 59	23 58
63 Nobeon and Nipissing	26,966	148,478	13,500	34,279 20	34,279 20	13,500	34,279 20	34,279 20	23 58
64 Nova Scotia Steel and Coal Co.	8,778			3,576 83	3,576 83		5,624 33	13,883 87	
65 Orford Mountain	29,248	438,720	11,856	18,612 70	28,612 70	44,393	25,262 82	30,070 29	48 20
66 Ottawa and New York	100,700	3,762,260		53,711 39	56,348 82	116,368	124,810 46	123,133 23	58 80
67 Philadelphia Ry. & Quarry Co.	4,885			1,380 00	1,380 00		1,380 00	5,710 14	
68 Pontiac and Benfrew (not in operation)									
69 Princeton Branch of Washington Co. Ry (U.S.)	86,736	442,364	6,365	11,165 76	11,165 76	9,999	20,563 57	5,498 99	5 10
70 Qu'Appelle, Long Lake & Saskatchewan (C. N. R.)									
71 Quebec Central	590,876	42,176,068	200,914	611,438 60	611,438 60	590,876	922,444 46	618,883 41	222 00
72 Quebec and Lake St. John	344,820	38,999,406	27,756	365,045 41	365,045 41	363,630	601,619 68	386,715 62	273 21
73 Quebec and New Brunswick (under construction)									
74 Quebec Ry. Light and Power Co., Ltd.	84,897	1,331,680	24,950	39,585 03	39,585 03	289,743	185,483 78	130,297 80	37 00
75 Quebec, Montreal and Southern	398,991	10,147,807	98,449	144,506 69	144,506 69	201,984	264,927 53	252,137 03	9 59
76 Red Mountain	33,064	846,862	5,111	21,799 12	22,064 41	12,854	38,195 72	35,201 68	3 39
77 Rutland and Noyan	289,152	810,725	2,829	8,722 09	8,722 09	7,473	15,710 44	8,887 73	
78 Salisbury and Harvey	63,389			25,492 56	25,492 56		36,694 43	37,754 92	
79 Schomberg and Aurora	2,800	40,320	3,840	4,616 75	4,616 75	22,070	10,307 14	11,258 13	
80 Stanstead, Shefford & Chambly	891,726	2,969,538	18,247	53,480 22	53,480 22	88,632	82,447 26	62,807 51	43 00
81 St. Clair Tunnel				252,003 00	252,003 00		311,809 00	146,367 51	2 25
82 St. John Valley & River du Loup (under construction)									
83 St. Lawrence and Adirondack	530,358	16,911,290	74,127	179,887 23	180,887 84	216,142	323,088 85	195,640 25	54 82
84 Sydney and Louisburg	3,273,183	57,105,680	87,672	382,413 68	382,413 68	120,789	402,676 59	369,289 70	80 30
85 Temiscouata	113,845		11,967	110,707 58	110,707 58	164,392	172,195 15	136,645 16	113 00
86 Temiskaming and Northern Ontario	313,530	19,619,604	11,576	297,875 92	297,875 92	314,531	678,097 28	503,161 36	134 00
87 Thousand Islands	38,763	231,978	35,604	26,104 99	26,104 99	35,604	40,667 06	25,071 82	6 33
88 Toronto, Hamilton and Buffalo	988,475	41,677,780	5,484	566,544 87	566,544 87	390,918	853,986 31	538,206 21	89 67
89 Vancouver, Victoria & Eastern	526,578	14,017,038	1,774	227,569 53	227,934 94	08,147	325,857 74	178,881 54	64 43
90 Vancouver, Westminster and Yukon	57,172	660,793	4,572	52,980 16	52,980 16	42,504	91,957 47	63,138 69	14 81
91 Victoria and Sidney	19,103	261,711	11,870	13,750 65	13,772 15	24,739	32,186 00	23,147 88	16 26
92 Victoria Terminal Ry. and Ferry Co.	27,843	109,338	6,913	6,898 91	6,898 91	7,825	11,825 83	12,806 07	18 38
93 Wellington Colliery (Ladysmith Ry.)	455,733	4,529,986	18,667	36,839 22	36,839 22	37,334	37,333 87	37,333 87	9 94
94 Wellington Colliery Co.	2,801	30,111		2,778 77	2,778 77	4,504	5,160 57	34,400 84	
95 Wabash Ry. Co., in Canada	1,314,791	322,596,769	13,819	1,741,205 54	1,755,709 07	1,619,228	2,538,011 10	1,990,587 89	244 30
96 York and Carleton	17,027		6,356	1,707 31	1,707 31	6,356	2,584 10	3,780 76	
Total	63,866,135	11,687,711,830	5,971,414	95,247,090 81	95,738,079 21	75,115,765	146,738,214 68	103,748,677 27	

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TABLE 8 B.—SUMMARY of Train Mileage for the Year ending June 30, 1907.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
1	Alberta Railway and Irrigation Co.				47,728	15,466			63,194	3,820
2	Albert Southern (not in operation)									
3	Algoma Central and Hudson Bay Co.	1,303			23,921	7,548			37,772	13,009
4	Atlantic and Lake Superior	9,500			55,300	18,700			83,500	
5	Atlantic, Quebec and Western (under construction)									
6	Bay of Quinte				229,770				229,770	
7	Bedfordton and Nelson				2,328				2,328	99
8	Beersville Coal and Railway Co.								5,008	
9	British Yukon	498			53,634	3,956	3,740	6.49	58,088	8,116
10	Brookville, Westport and North-western	30,150			28,090	336			58,535	
11	Bruce Mines and Algoma (not in operation)									
12	Buctouche and Moncton				20,032				20,032	
13	Brandon, Saskatchewan and Hudson Bay	140			1,170	3,813			5,123	3,421
14	Canada Coals and Railway Co.				14,040	7,032			21,072	
15	Canada Southern	1,679,359				2,151,776			3,831,135	173,769
16	Canadian Govt. Railways— Intercolonial									
	Prince Edward Island	2,578,249	70,144	2.02	504,245	3,690,408	306,640	7.31	6,872,962	323,866
17	Canadian Northern				334,014		11,398	3.41	334,014	43,600
18	Canadian Northern Ontario	1,185,060	22,592	1.90	265,510	2,013,782	40,543	17	3,464,872	245,417
19	Canadian Northern Quebec	106,449			31,243				137,692	27,908
20	Canadian Pacific	12,213,413	173,611	1.42	1,290,867	217,563	542,621	2.85	428,968	1,173,285
21	Cape Breton				19,406	17,721,206			31,234,506	
22	Caracquet				44,650				44,650	1,250
23	Carillon and Grenville				2,860				2,860	
24	Central Ontario	23,960			120,192	36,308			180,460	
25	Crow's Nest Southern	32,391	71		26	29,098			61,515	5,212
26	Cumberland Railway and Coal Co.				785,670				785,670	
27	Dominion Atlantic	302,267			184,649	87,160			574,076	4,498
28	Edmonton, Yukon and Pacific (C.N.R.)									
29	Edgim and Havelock									
30	Esquimaux and Nanaimo	90,669				48,486			139,125	8,952
31	Grand Trunk—In Canada	7,604,217	101,559	1.34	610,598	8,958,771	889,434	9.29	17,173,596	1,042,872
32	Canada Atlantic (G.T.R.)	635,390	354	.05	107,959	853,256	15,718	1.61	1,596,596	208,881
33	Gulf Shore (in Caracquet Ry.)									

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34	Halifax and Southwestern.....	120,555			124,887			245,442	12,715
35	Hampton and St. Martins.....	33,612	130	39	24,303	4,730	10-25	13,140	1,886
36	Hereford.....							79,721	
37	Indian River (not in operation).....								
38	International of N. Brunswick (not in operation).....	40,624			91,442			131,465	38,040
39	Inverness Railway and Coal Co.....							30,452	
40	Iroquois, Bancroft and Ottawa.....							21,051	
41	Kaslo and Slocum.....								
42	Kent Northern.....								
43	Kettle River Valley.....	63,640			5,689			165,904	
44	Kingston and Pembroke.....							13,640	
45	Klondyke Mines.....	396,153	117		470,538	18,097		892,838	22,190
46	Lake Erie and Detroit River.....							2,808	
47	Liverpool and Milton.....							18,360	
48	Lotbinière and Mégantic.....								
49	Magnétawan River (G.T.R.).....								
50	Manitoulin and North Shore.....				6,374			14,879	173
51	Massachusetts Valley.....	75,298	476		102,684	9,538	4-79	196,994	41,930
52	Montreal and Atlantic.....	183,173	619	45	232,364	10,860	2-78	329,465	14,465
53	Montreal and Provincial Line.....	41,399			25,016			96,223	6,378
54	Montreal and Vermont Junction.....	67,313			56,174			123,537	3,397
55	Morrissey, Fernie and Michel, B.C.....				14,689			24,669	
56	Midland Railway of Manitoba.....	156			9,860			7,163	6,109
57	Nelson and Fort Sheppard.....	46,051			17,282			63,333	
58	New Brunswick Coal and Railway Co.....							51,542	
59	New Brunswick and Prince Edward Island.....	3,712			24,192			50,008	
60	New Brunswick Southern.....							59,300	
61	New Westminster Southern.....	47,380			10,212			72,300	1,585
62	Noelbousing and Nipissing.....				13,500			13,500	
63	Nova Scotia Steel and Coal Co.....								
64	Orford Mountain.....	31,425			1,112			44,393	690
65	Ottawa and New York.....	78,114			33,254			116,368	1,864
66	Phillipburg Railway and Quarry Co.....								
67	Princeton Branch of Washington Co. Ry., U.S.A.....	3,578			56			9,960	136
68	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.).....								
69	Quebec Bridge and Approaches.....	209,022			180,921			590,857	168,278
70	Quebec Central.....	200,371			135,503			363,630	
71	Quebec and Lake St. John.....								
72	Quebec & New Brunswick (under construction).....	264,793			24,950			289,743	
73	Quebec Railway, Light and Power Co.....	94,123			14,412			201,984	
74	Quebec, Montreal and Southern.....	822	159		6,921	2,138		12,854	254
75	Red Mountain.....				2,829			7,473	646
76	Rutland and Noyan.....	4,644							
77	Salisbury and Harvey.....								
78	Schomberg and Aurora.....	18,230			3,840			22,070	
79	Stanstead, Sheffield and Chambly.....	46,003			25,382			88,632	13,235
80	St. Clair Tunnel Yard and Approaches.....					777			
81	St. Lawrence and Adirondack.....	142,015	40		74,127			216,142	4,593

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TABLE 8 B. (Concluded)—SUMMARY of Train Mileage for the Year ending June 30, 1907—Concluded.

Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Locomotives helping Passenger Trains.	Percentage of helping to Revenue Train Mileage.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Mileage of Locomotives helping Mixed and Freight Trains.	Percentage of helping to Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of non-Revenue Trains.
		Miles.	Miles.	p. c.	Miles.	Miles.	Miles.	p. c.	Miles.	Miles.
82	Sydney and Louisburg (Dominion Coal Co.).	33,117				87,972			120,789	
83	Teniscanata.	72,826			69,609	11,957			154,392	
84	Teniscanag and Northern Ontario	147,880			11,575	155,076			314,531	
85	Thousand Islands.				36,604				36,604	
86	Toronto, Hamilton and Buffalo.	236,051			5,434	149,383			390,918	4,060
87	Toronto, Victoria and Eastern.	26,340	632		1,774	40,073	10,061		68,147	36,366
88	Vancouver, Westminster and Yukon.	23,406			4,572	8,526			42,504	
89	Victoria Terminal Railway and Ferry Co.	912			6,913				7,825	
90	Victoria and Sydney, B.C.	12,869			11,870				24,739	
91	Wellington Colliery (Ladysmith Ry.).	18,667			18,667				37,334	
92	Wellington Colliery Co.	4,504							4,504	13,459
93	Wabash Railway Co.—In Canada.	722,843	3,230	0.44	13,819	882,566	7,662	7.88	1,619,228	465,154
94	York and Carleton.				6,366				6,366	
	Final total.	30,220,461	373,734		6,971,414	38,923,890	1,875,002		76,116,765	4,152,518



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TABLE 9.—SUMMARY OF Equipment for the Year ending June 30, 1907.

No.	NAME OF RAILWAY.	LOCOMOTIVES.				CARS IN PASSENGER SERVICE.								Total.		
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.		Baggage, ex-press and postal.	Other cars in passenger service.
1	Alberta Railway and Irrigation Co.	2	3	2	7		4								1	5
2	Algonia Central and Hudson Bay.	1	6	12	19		5		4							9
3	Atlantic and Lake Superior	5			5				4							4
4	Bay of Quinté		7		7		8							2		10
5	Bedfordton and Nelson.		1		1		1									1
6	Beersville Coal and Railway Co.	1		1	2		1									1
7	British Yukon.		11		11		10							3		13
8	Brockville, Westport and Northwestern.	4			4		5							1		10
9	Buctouche and Moncton.		2		2		2		2							4
10	Brandon, Saskatchewan and Hudson Bay	1			1		1									1
11	Canada Coals and Railway Co	2	1		3											1
12	Canada Southern	41	87	26	154		17	20	7	25	2			23		94
13	Canadian Government Railways— Intercolonial.	107	240	23	370		129	43	89	40	9	9	41	62	1	423
	Prince Edward Island.		25	2	27		22	12	7					14		55
14	Canadian Northern	42	137	7	186	137	38	49	6	6	5		14	43		161
15	Canadian Northern Ontario	10	17		27	22	10	8				1		7		26
16	Canadian Northern Quebec.	14	10	1	25	9	10	12	3					4		29
17	Canadian Pacific.	369	799	128	1,296		445	149	86	195	72	16	152	308	8	1,431
18	Cape Breton.	3			3		2							2		4
19	Caracquet.	3			3		2									2
20	Carillon and Grenville	2			2		2	2	1							5
21	Central Ontario	10		1	11		7							4		11
22	Crow's Nest Southern	1	1		2		2		2							4
23	Cumberland Railway and Coal Co	4	2	1	7		4		3							7
24	Dominion Atlantic	12	12		24		22		11		1	2		16		52
25	Elgin and Havelock	1			1		1		1							2
26	Esquimaux and Nanaimo	2	5	1	8		5	4				2		3		14
27	Grand Trunk (Canada Atlantic)	15	41	5	61		15	7	7			4		7		40
28	Grand Trunk, in Canada.	196	585	87	868	3	373	75	102	6	15	14		222		807
29	Halifax and Southwestern.	11	6	1	18	8	15	5	2					8		30
30	Hampton and St. Martin's.	1			1		1		1							2
31	Inverness Railway and Coal Co	2	4	1	7	1	2		1					1		4
32	Ironvale, Bancroft and Ottawa.	2		1	3				2							2
33	Kaslo and Slocan, B.C.		3		3			3								3

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TABLE 9.—(Continued.)—SUMMARY of Equipment for the Year ending June 30, 1907—Concluded.

No.	NAME OF RAILWAY.	LOCOMOTIVES.				CARS IN PASSENGERS SERVICE.										
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
34	Kent Northern	1	1	..	2	..	1	..	..	..	..	..	..	..	..	1
35	Kingston and Pembroke.	..	8	..	8	..	4	2	2	..	..	..	..	..	..	12
36	Klondyke Mines	..	3	..	3	..	1	..	1	..	..	..	..	..	1	2
37	Lake Erie and Detroit River.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28
38	Liverpool and Milton	17	21	3	41	9	15	6	1	..	..	..	..	6	..	1
39	Liverpool and Megantic.	1	..	..	1	..	..	..	1	1	..	..	..	..	..	2
40	Lotbinière and Mégantic.	..	3	..	3	..	..	1	1	..	..	..	..	..	..	1
41	Manitowlin and North Shore.	..	1	..	1	..	1	..	..	..	..	..	..	..	..	1
42	Massawippi Valley.	10	..	..	10	..	7	..	..	..	..	..	..	6	..	13
43	Montreal and Atlantic.	..	12	..	12	..	12	11	..	..	..	2	..	3	..	28
44	Morrissey, Fernie and Michel, B.C.	..	2	..	2	..	5	..	..	..	..	..	..	..	..	5
45	Midland Railway Co. of Manitoba.	2	..	..	2	..	2	..	..	..	..	..	..	..	..	2
46	Nelson and Fort Sheppard	1	1	..	2	..	1	..	1	..	..	..	..	1	..	3
47	New Brunswick Coal and Railway Co.	..	5	..	5	..	1	..	2	..	..	..	..	..	..	3
48	New Brunswick and Prince Edward Island.	..	3	..	3	..	2	1	..	..	..	..	..	..	..	3
49	New Brunswick Southern	..	2	..	2	..	1	..	1	..	..	..	..	..	..	2
50	New Westminster Southern	1	1	..	2	..	3	2	..	..	..	..	..	..	..	5
51	Nosbonsing and Nipissing	..	1	..	1	..	..	..	..	..	..	..	..	..	..	1
52	Nova Scotia Steel and Coal Co.	..	1	..	1	..	..	..	1	..	..	..	..	..	..	1
53	Orford Mountain	3	..	..	3	..	1	..	2	..	..	..	..	..	..	3
54	Philipsburg Railway and Quarry Co.	1	..	..	1	..	..	..	1	..	..	..	..	..	..	1
55	Quebec Central	..	22	..	22	..	13	6	7	..	..	..	..	8	..	34
56	Quebec and Lake St. John	11	10	2	23	..	9	9	..	..	..	5	..	7	..	30
57	Quebec Railway, Light and Power Co.	6	..	..	6	..	9	16	2	..	..	..	..	..	8	35
58	Quebec, Montreal and Southern.	..	11	..	11	..	8	..	7	..	..	..	..	..	..	15
59	Red Mountain.	2	..	..	2	..	2	..	2	..	..	..	..	..	..	4
60	Salisbury and Harvey.	..	3	..	3	..	1	..	2	..	..	..	..	2	..	3
61	Schomberg and Aurora	1	..	..	1	..	..	..	2	..	..	..	..	..	..	1
62	St. Clair Tunnel.	..	4	..	4	..	..	..	..	..	..	..	..	..	..	2
63	St. Lawrence and Adirondack.	4	5	..	9	5	4	2	1	..	..	..	..	..	..	7
64	Sydney and Louisburg (Dominion Coal Co.)	2	13	10	25	..	2	1	3	..	..	..	..	..	..	6
65	Temiscouata.	6	..	..	6	..	2	2	2	..	..	..	..	2	..	8
66	Thousand Islands.	6	8	2	16	..	14	16	..	..	..	..	..	9	..	39
67	Toronto, Hamilton and Buffalo.	2	..	..	2	..	9	3	1	..	..	..	..	3	..	1
68	Toronto, Hamilton and Buffalo.	8	9	3	20	..	9	3	4	..	..	..	..	..	..	19
69	Vancouver, Victoria and Eastern	6	..	6	6	..	2	2	2	..	..	..	..	6	..	6

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69	Vancouver, Westminster and Yukon.				2			2				1							2
70	Victoria and Sidney, B.C.				2			2				1							2
71	Victoria Terminal Railway and Ferry Co.				1			1				1							2
72	Wellington Colliery (Ladysmith Railway).				1	6		7										6	6
73	Wellington Colliery Co.					6		6				1							1
74	Wabash Railway Co., in Canada.		10	42	2	54		2				3	16	1	13			3	36
75	York and Carleton.			2				2				1			1			1	1
	Final total	964	2,206	334	3,504		195	1,300	472	405	272	105	63	212	782	31		3,642	

Number.	NAME OF RAILWAY.	CARS IN FREIGHT SERVICE.										CARS IN COMPANY'S SERVICE.					Total cars in service.	Cars leased.	Fast freight line service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.				
1	Alberta Railway and Irrigation Co.	4	10		50				64	2			3	4	9	78			
2	Albert Southern (not in operation).	34	389		26			411	860	1		2	12	20	35	904			
3	Algoma Central and Hudson Bay.	4						10	14				1		1	19			
4	Atlantic and Lake Superior																		
5	Atlantic, Quebec and Western (under construction).																		
6	Bay of Quinte	18	126						144		20		2	3	25	179			
7	Bedford and Nelson	2							2							3			
8	Beersville Coal and Railway Co.	1	1						2							3			
9	British Yukon.	97	76	33	12		4		222	1		1	8	3	13	248			
10	Brockville, Westport and North-western	8	4	2	4				18					2	2	30			
11	Bruce Mines and Algoma (not in operation).																		
12	Buctouche and Moncton.	5	37						42							46			
13	Brandon, Saskatchewan & Hudson Bay.	16							16							17			
14	Canada Coals and Railway Co.	2			5				7							8			
15	Canada Southern.	1,513	186	53	50	35			1,836			3	76	111	190	2,120			
16	Canadian Govt. Railways—																		
	Intercolonial.	5,996	2,780	123	1,624	85	109	50	10,707	7	130		119	21	277	11,407			
	Prince Edward Island.	260	147	21	22		3	4	457	2					21	533			
17	Canadian Northern.	5,186	984	121	48		52	160	6,551	6	3	9	97	110	225	6,937	6,276		
18	Canadian Northern Ontario.	100	383	2			1	30	516							10	552	302	
19	Canadian Northern Quebec.	539	215	48	69		5	30	906	1			15	90	106	1,041	331		
20	Canadian Pacific.	27,840	6,947	2,275	1,555	3	926	859	40,405	35	1,150	36	722	922	2,865	44,701			400
21	Cape Breton.		50						50							54			
22	Caracquet.	5	25						30							32			

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TABLE 9.—*Concluded.*—SUMMARY of Equipment for the Year ending June 30, 1907

Number.	NAME OF RAILWAY,	CARS IN FREIGHT SERVICE.							CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased.	Fast freight line service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.		
23	Carillon and Grenville.		2					1	3	1			5		6	8	
24	Central Ontario.	53	141	1	10				205							222	
25	Crow's Nest Southern.	51	17						68							72	
26	Cumberland Railway and Coal Co.	2	33		485				520				1		1	524	
27	Dominion Atlantic.	191	235	14	25				465				4	4	8	525	
28	Edmonton, Yukon and Pacific (C. N. R.)																
29	Elgin and Havelock.		7	1					8							10	
30	Esquimalt and Nanaimo.	12	63	1	10				86							116	
31	Grand Trunk (Canada Atlantic).	1,897	383	57	87		25		2,449	1	3	1	4	3	16	2,582	
32	Grand Trunk (in Canada).	17,954	4,731	1,812	3,487	68	607		28,662	10	700	22	346	813	1,881	31,360	
33	Gulf Shore (in Caraquet).																
34	Grand Trunk Pacific.	3,700							3,700							3,700	
35	Halifax and South-western.	44	275	2	3	1			325				4	13	17	372	82
36	Hampton and St. Martin's.	1	6						7							9	
37	Hereford.																
38	Indian River (not in operation).																
39	International of New Brunswick (not in operation).																
40	Inverness Railway and Coal Co.	8	29		98				135				3	5	8	147	
41	Irondale, Bancroft and Ottawa.	2	30						32							34	
42	Kaslo and Slocan (B.C.).	26	7		9				42				1	5	6	61	
43	Kent Northern.	1	1						2							3	
44	Kettle River Valley.																
45	Kington and Pembroke.	7	43					2	52	1		1		1	3	67	
46	Klondike Mines.	7	16						23							25	
47	Lake Erie and Detroit River.	242	30	35	567		2		875				13	7	20	924	828
48	Liverpool and Milton.	1	10						11							12	
49	Lotbinière and Mégantic.	2	25						27							29	
50	Maguetauwan River.																
51	Manitoulin and North Shore.																
52	Massachusetts Valley.	350	150						500				3	2	5	518	
53	Montreal and Atlantic.	301	218	38			1		568				12	57	69	655	100
54	Montreal and Province Line.																
55	Montreal and Vermont Junction.																
56	Morrissey, Fernie and Michel.	1	1		55				57				1		1	63	

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NOTE.—The Ottawa and New York Railway returned, too late for inclusion in the above table; 3 locomotives, 4 cars in passenger service, 21 cars in freight service, and 8 road cars.

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TABLE 9.—*Concluded.*—SUMMARY of Cars in Freight Service for the

Number.	NAME OF RAILWAY.	BOX CARS.		FLAT CARS.		STOCK CARS.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co.	4	80	10	200		
2	Algoma Central and Hudson Bay	34	1,195	339	14,215		
3	Atlantic and Lake Superior	4	60	10	150		
4	Bay of Quinté	18	370	126	2,820		
5	Beersville Coal and Railway Co.	1	15	1	15		
6	British Yukon	97	1,868	76	1,448	33	680
7	Brockville, Westport and Northwestern	8	200	4	80	2	80
8	Buctouche and Moncton	5	100	37	606		
9	Canada Coals and Railway Co.	2	20				
10	Canada Southern	1,513	50,220	185	4,280	53	1,060
11	Canadian Government Railways—Intercolonial	5,996	164,315	2,780	63,030	125	2,525
	Prince Edward Island	260	2,600	147	1,470	21	210
12	Canadian Northern	5,186	153,930	984	29,520	121	3,490
13	Canadian Northern Ontario	100	3,000	383	11,490	2	60
14	Canadian Northern Quebec	539	15,740	215	5,665	48	1,200
15	Canadian Pacific	27,840	775,275	6,947	208,185	2,275	60,945
16	Cape Breton			50	1,500		
17	Caraquet	5	75	25	375		
18	Central Ontario	53	1,270	141	3,420	1	20
19	Cumberland Railway and Coal Co.	2	40	33	430		
20	Dominion Atlantic	191	3,955	235	5,385	14	245
21	Elgin and Havelock			7	20	1	10
22	Esquimalt and Nanaimo	12	240	63	1,333	1	20
23	Grand Trunk (Canada Atlantic)	1,897	51,420	383	9,890	57	1,500
24	Grand Trunk, in Canada	17,964	474,505	4,734	118,475	1,812	46,595
25	Grand Trunk Pacific	3,700	111,000				
26	Halifax and Southwestern	44	1,210	275	7,200	2	40
27	Hampton and St. Martin's	1	15	6	120		
28	Inverness Railway and Coal Co.	8	160	29	870		
29	Irondale, Bancroft and Ottawa	2	40	30	600		
30	Kaslo and Slocan, B.C.	26	520	7	140		
31	Kent Northern	1	12	1	12		
32	Kingston and Pembroke	7	140	43	860		
33	Klondyke Mines	7	105	16	240		
34	Lake Erie and Detroit River	242	6,710	30	750	35	700
35	Liverpool and Milton	1	5	10	50		
36	Lotbinière and Mégantic	2	30	25	750		
37	Montreal and Atlantic	301	5,395	218	5,565	38	840
38	Morrissey, Fernie and Michel, B.C.	1	20	1	14		
39	New Brunswick Coal and Railway Co.	6	160	55	1,350		
40	New Brunswick and Prince Edward Island	4	70	41	615		
41	Nosbonsing and Nipissing			58	290		
42	Orford Mountain			13	260		
43	Philipsburg Railway and Quarry Co.			1	10		
44	Quebec Central	308	7,415	325	7,350	49	1,215
45	Quebec and Lake St. John	369	10,870	281	6,770	22	525
46	Quebec Railway, Light and Power Co.	17	340	49	980		
47	Red Mountain	9	180	6	120		
48	Salisbury and Harvey	3	30	29	435	1	10
49	Schomberg and Aurora			15	150		
50	Sydney and Louisburg (Dominion Coal Co.)	16	320	66	1,020		
51	Temiscouata	39	780	61	1,320		
52	Temiskaming and Northern Ontario	50	1,500	347	10,410	10	300
53	Thousand Islands			1	20		
54	Toronto, Hamilton and Buffalo	48	1,440	91	2,580	10	300
55	Vancouver, Victoria and Eastern						
56	Vancouver Copper Co.			2	20		
57	Wellington Colliery Co. (Ladysmith Railway)			17	175		
58	York and Carleton	1	20	4	120		
	Final total.	66,934	1,848,980	20,118	535,167	4,731	122,550

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Year ending June 30, 1907, showing Number and Aggregate Capacity.

COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
50	1,000							64	1,280	1
26	790					411	14,405	860	30,605	2
								14	210	3
								144	3,190	4
								2	30	5
12	240			4	80			222	4,296	6
4	80							18	440	7
								42	705	8
5	50							7	70	9
50	1,140	35	710					1,836	57,410	10
1,624	19,983	25	625	109	2,955	50	1,500	10,707	254,933	11
22	330			3	30			453	4,640	
48	1,920			1,552	1,560	160	6,400	6,551	196,820	12
				1	30	30	120	516	14,700	13
69	1,725			5	125	30	1,200	906	25,655	14
1,555	61,310	3	60	926	24,765	859	22,700	40,405	1,153,240	15
								50	1,500	16
								30	450	17
10	400							205	5,110	18
485	5,805							520	6,275	19
25	500					8	140	473	10,225	20
								8	30	21
10	300							86	1,893	22
87	3,080			25	750			2,449	66,640	23
3,487	139,635	68	1,198	607	18,090			28,662	798,498	24
								3,700	111,000	25
8	45	1	30					325	8,525	26
								7	135	27
98	2,940							135	3,970	28
								32	640	29
9	180							42	840	30
								2	24	31
						2	40	52	1,040	32
								23	345	33
567	16,220			2	60			876	24,440	34
								11	55	35
				1	30			27	780	36
								558	11,830	37
55	1,650							57	1,684	38
10	250							71	1,760	39
						1	5	45	685	40
								59	295	41
								13	260	42
								1	10	43
				6	180			688	16,160	44
69	1,405			4	90			745	19,660	45
14	280							80	1,600	46
								15	300	47
								33	475	48
								15	150	49
1,430	26,000							1,512	27,340	50
								100	2,100	51
								407	12,210	52
								1	20	53
								149	4,320	54
						250	12,500	250	12,500	55
						8	80	10	100	56
236	4,390					11	110	264	4,665	57
								5	140	58
10,060	291,638	132	2,623	1,745	48,745	1,820	59,200	105,540	2,908,903	

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TABLE 10.—Summary of Bridges, Trestles and Tunnels for the year ending June 30, 1907.

BRIDGES.																			
STONE.						IRON.						WOODEN.							
No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Alberta Ry. and Irrigation Co.												4	615 0						
Albert Southern																			
Algoma Central and Hudson Bay				2	473 0	290 0	423 0												
Atlantic and Lake Superior				5	1,277 0	40 0	500 0												
Atlantic, Quebec and Western (under construction).																			
Bay of Quinté.																			
Bedfordton and Nelson.								1	75 0										
Beersville Coal and Ry. Co.																			
British Yukon.																			
Brockville, Westport and Northwestern.				1	69 0	69 0	69 0	31	306 0										
Bruce Mines and Algoma																			
Buctouche and Moncton																			
Brandon, Saskatchewan & Hudson Bay																			
Canada Coals and Ry. Co.																			
Canada Southern.	32	645 9	8 0	53 0	47	6,027 5	11 0		1,735 0			3	263 0					145 6	
Canadian Government Railways—																			
Intercolonial				*396	37,071 0	10 0	1,785 6	94	4,883 2									497 0	
Prince Edward Island				44	4,858 0	12 0	2,520 0	14	252 0									30 0	
Canadian Northern				11	10,690 2	762 0	2,216 5	36	4,175 8									383 9	
Canadian Northern, Ontario				20	2,314 0	20 0	223 0												
Canadian Northern, Quebec				20	5,251 7	20 0	1,416 6												
Canadian Pacific	57	3,267 0	10 0	172 0	{ 594	81,492 4	10 0		3,654 0			1698	71,300 5					1,878 0	
					{ 110*	19,778 6	23 0		629 0										
Cape Breton.								9	1,775 0									400 0	
Carriquet.																			
Carillon and Grenville.																			
Central Ontario				10	1,034 0	34 0	490 0	1	45 0									45 0	
Crowe Nest Southern								3	804 0									44 0	
Cumberland Ry. and Coal Co				5				1											

\*Steel.



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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	STONE.						IRON.				WOODEN.			
	Aggregate Length.		Minimum Length.		Maximum Length.		Aggregate Length.		Minimum Length.		Aggregate Length.		Minimum Length.	
	No.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	No.	Ft. In.	Ft. In.	Ft. In.	No.	Ft. In.	Ft. In.	Ft. In.	Maximum Length.
Rutland and Noyan.....														
Salisbury and Harvey.....														
Schomberg and Aurora.....														
Stanstead, Shefford and Chambly.....														
St. Clair Tunnel Yard and Approaches.....														
St. Lawrence and Adirondack.....														
Sydney and Louisburg (Dom. Coal Co.).....														
Temiscouata.....														
Teniascoming and Northern Ontario.....														
Thousand Islands.....														
Toronto, Hamilton and Buffalo.....														
Vancouver, Victoria and Eastern.....														
Vancouver, Westminster and Yukon.....														
Victoria and Sydney, B.C.....														
Vancouver Copper Co's. Ry.....														
Wellington Colliery Co.....														
York and Carleton.....														
Totals.....	183					2,654					2,666			

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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	BRIDGES.						TRESTLES.					
	COMBINATION.						TOTAL.					
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Alberta Ry. and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
Albert Southern (not in operation)	2	991 0	481 0	510 0	4	1,464 0						
Algoma Central and Hudson Bay	2	980 0	450 0	500 0	7	1,277 0			9	1,346 0	50 0	350 0
Atlantic and Lake Superior												
Atlantic, Quebec and Western (under construction)												
Bay of Quinté.	13	1,070 0	24 0	200 0	13	1,070 0	24 0	200 0				
Bedfordton and Nelson					1	75 0			12	3,398 0	65 0	767 0
Beersville Coal and Railway Co.												
British Yukon.	1	150 0			1	160 0			30	2,322 40	16 0	702 40
Brookville, Westport and Northwestern	19	179 0	6 0	12 0	51				2	1,275 0	575 0	706 0
Bruce Mines and Algoma												
Buctouche and Moncton					1	262 0			28	3,126 0	56 0	420 0
Brandon, Saskatchewan and Hudson Bay					2							
Canada Coals and Railway Co.					82				35	2,215 0	9 0	508 0
Canada Southern					490	41,654 2			22	9,669 0	41 0	2,964 0
Canadian Govt. Rys.—Intercolonial					38	5,110 0						
Prince Edward Island.					47	14,865 10			1,554	163,279 0	8 0	3,750 0
Canadian Northern					22	2,363 0			51	9,983 0	15 0	675 0
Canadian Northern Ontario.	2	49 0	22 0	27 0	31	13,711 0			34	4,137 0	12 0	450 0
Canadian Northern Quebec.	11	8,460 0	16 0	3,485 0					1,498	224,455 11	5 0	9,640 0
Canadian Pacific.	6	1,766 6	23 0	1,158 0	2,465	177,604 9						
Cape Breton	4	509 0	33 0	370 0	9	1,775 6	33 0	370 0	1	200 0		
Caraquet							50 0	400 0				
Carleton and Grenville.												
Central Ontario.					11	1,084 0	45 0	490 0				
Crow's Nest Southern					3	804 0	44 0	450 0	13	3,589 0	14 0	1,712 0
Cumberland Coal and Railway Co.												
Dominion Atlantic.					6							
Edmonton, Yukon and Pacific.					24	4,074 8	29 0	1,207 3	29	8,418 0		
Elgin and Havelock.												
Esquimalt and Nanaimo.	1	216 0			17	980 0			32	6,603 0	15 0	989 0

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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	BRIDGES.						TRESTLES.					
	COMBINATION.			TOTAL.								
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Grand Trunk	25	4,075 0	21 0	637 0	1,465	111,426 0						
Canada Atlantic (G. T. R.)	4	827 0	100 0	371 0	148	24,767 5						
Gulf Shore (included in Caraquez Ry.)												
Halifax and Southwestern					164	5,943 6						
Hampton and St. Martin's												
Hereford					10	929 0			2	475 5	119 9	359 0
Hillcrest Railway Coal and Coke Co.					2	300 0		600 0				
International of New Brunswick												
Inverness Railway and Coal Co.					14	577 0			14	2,139 0	48 0	420 0
Irontale, Bancroft and Ottawa					17	575 0			1	1,800 0		
Kaslo and Slocan					15	2,397 0						
Kent Northern					1	20 0						
Kettle River Valley					88	1,201 0			3	423 0	36 0	247 0
Kingston and Pembroke					2	486 11	80 0	406 11	15	2,965 6	32 0	425 0
Klondyke Mines					9	3,217 0	55 0	1,215 0	103	2,378 0	8 0	245 0
Lake Erie and Detroit River					1	210 0						
Liverpool and Milton					1	34 0						
Lotbinière and Mégantic					1	215 0			1	600 0		
Magnetawan River					1	215 0			1	162 0	162 0	162 0
Manitoulin and North Shore	1	215 0	215 0	215 0	14	2,627 3						
Massawippi Valley					12	403 8			7	878 5	40 0	224 0
Montreal and Atlantic					23	2,646 0			459	8,687 8	5 0	683 0
Montreal and Province Line					13	1,049 3			39	1,119 0	6 0	113 0
Montreal and Vermont Junction					2	289 3			5			
Morrissey, Fernie and Michel, B.C.					2	430 0						
Midland of Manitoba					1	400 0			6	2,080 0	20 0	900 0
Nelson and Fort Sheppard	1	590 0		580 0	38	5,702 0			49	5,949 0	28 0	602 0
New Brunswick Coal and Ry. Co.					8	1,113 0			21	4,567 0	40 0	500 0
New Brunswick and Prince Edward Island												
New Brunswick Southern					7	1,035 0	52 0	350 0				
New Westminster Southern					36	1,533 0	41 0	242 0	8	680 0	40 0	220 0
					1	70 0			4	1,402 0	11 0	542 0

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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	TUNNELS.						OVERHEAD HIGHWAY CROSSINGS.					
	Aggregate length.		Minimum length.		Maximum length.		Bridges.		Conduits.		Trestles.	
	No.	Ft. In.	No.	Ft. In.	No.	Ft. In.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
								Ft. In.		Ft. In.		Ft. In.
Alberta Ry. and Irrigation Co. ....												
Alberta Southern (not in operation) ..												
Algoma Central and Hudson Bay .....							3	21 0			3	21 0
Atlantic and Lake Superior .....												
Atlantic, Quebec & Western (under construction) ..							3	21 0			3	21 0
Bay of Quinté .....												
Bedfordton and Nelson .....												
Beersville Coal and Ry. Co. ....												
British Yukon .....												
Brockville, Westport and Northwestern ..												
Bruce Mines and Algoma .....												
Buckton and Macdon .....												
Brandon, Saskatchewan and Hudson Bay ..												
Canada Coals and Ry. Co. ....												
Canada Southern .....	1	150 0					33	18 9			17	21 0
Canadian Govt. Rys.—Intercolonial ..							2	16 6			33	18 9
Canadian Govt. Rys.—Prince Edward Island ..											2	16 6
Canadian Northern .....												
Canadian Northern Ontario .....							1	24 0			6	21 0
Canadian Northern Quebec .....	62	26,702 0	110 0	1,711 0			50	15 0			22	19 0
Canadian Pacific .....												
Cape Breton .....												
Casquet .....												
Carillon and Grenville .....							1	16 0			1	16 0
Central Ontario .....												
Crow's Nest Southern .....	1	201 0										
Cumberland Ry. and Coal Co. ....												
Dominion Atlantic .....							5	22 0				
Edmonton, Yukon and Pacific .....											5	22 0
Elgin and Havelock .....												
Esquimalt and Nanaimo .....	1	145 0										
Grand Trunk .....	1	5,980 0	5,980 0	5,980 0	5,980 0		52	15 9½			178	17 4
											230	15 9½

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	5	20	6	20	6
Canada Atlantic (G.T.R.).....					20 6
Gulf Shore.....					43 6
Halifax and Southwestern.....	1	43 6		1	
Hampton and St. Martins.....					
Hereford.....					
Hillcrest Ry. Coal and Coke Co.....					
Indian River.....					
International of N.B.....					
Inverness Ry. and Coal Co.....					
Irodale, Bancroft and Ottawa.....					
Kaslo and Slocan.....	1	22 0		1	22 0
Kent Northern.....					
Kettle River Valley.....					
Kingston and Pembroke.....					
Klondyke Mines.....					
Lake Erie and Detroit River.....					
Liverpool and Milton.....					
Lothbiniere and Megantic.....					
Magnetawan River.....					
Manitoulin and North Shore.....					
Massawippi Valley.....	1	17 5		1	17 5
Montreal and Atlantic.....					
Montreal and Provinces Line.....					
Montreal and Vermont Junction.....					
Morrissey, Fernie and Michel, B.C.....					
Nelson and Fort Sheppard.....					
New Brunswick Coal and Railway Co.....					
New Brunswick and Prince Edward Island.....					
New Brunswick Southern.....					
New Westminster Southern.....					
Noelbensing and Nipissing.....					
Nova Scotia Steel and Coal Co.....					
Orford Mountain.....					
Ottawa and New York.....	1	20 0		1	20 0
Philipsburg Railway and Quarry Co.....					
Princeton Branch of Washington Co. Ry., U.S.A.....					
Qu'Appelle, Long Lake and Saskatchewan.....					
Quebec Bridge and approaches.....					
Quebec Central.....					
Quebec and Lake St. John.....					
Quebec and New Brunswick.....					
Quebec Railway, Light and Power Co.....					
Quebec, Montreal and Southern.....					
Red Mountain.....					
Rutland and Noyan.....					
Salisbury and Harvey.....					
Schomberg and Aurora.....					
Seasstead, Shefford and Chambly.....					
St. Clair Tunnel, yard and approaches.....	1	5,000 0	5,000 0		5,000 0
St. Lawrence and Adirondack.....					

TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907

NAME OF RAILWAY.	TUNNELS.						OVERHEAD HIGHWAY CROSSINGS.					
	Aggregate length.			Minimum length.			Bridges.		Conduits.		Trestles.	
	No.	Ft.	In.	Ft.	In.	Maximum length.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
Sydney and Louisburg (Dominion Coal Co.)							2	16 6			2	16 6
Teniscouata												
Teniscouam and Northern Ontario												
Thousand Islands												
Toronto, Hamilton and Buffalo	1	1,903	0								7	21 6
Vancouver, Victoria and Eastern	4	1,479	0	113	0	900 0					2	22 0
Vancouver, Westminster and Yukon												
Victoria Terminal Railway and Ferry Co.												
Victoria and Sydney, B.C.												
Vancouver Copper Co.												
Wellington Colliery Co.												
York and Carleton												
Total	72						161		1		239	401



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TABLE 10 (Continued).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.								TUNNELS.		TELEGRAPH.	
	Bridges.		Conduits.		Trestles.		Total.					
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	Company.	Miles of line operated by
Alberta Railway and Irrigation Co.											66 21	
Albert Southern.												
Algoma Central and Hudson Bay												
Atlantic and Lake Superior												
Atlantic, Quebec and Western.											20 00	59 00
Bay of Quinté.	2						2				23 87	
Bedfordton and Nelson.												
Beersville Coal and Railway Co.												
British Yukon.												
Brookville, Westport and Northwestern	1	32 5					1	32 5			90 32	45 00
Bruce Mines and Algoma.												
Buctouche and Moncton.												
Brandon, Saskatchewan and Hudson Bay											69 44	69 44
Canada Coals and Railway Co.												
Canada Southern.	2	21 4					2	21 4			3 79	348 80
Canadian Government Railways—Intercolonial.	1	16 8					1	16 8				
Canadian Northern											263 90	206 20
Canadian Northern Ontario.	3	22 1					3	22 1			2,689 40	
Canadian Northern Quebec.											149 00	
Canadian Pacific.	18	14 6					3	17 2	21	14 6	43 00	
Cape Breton.												
Caraguet.											10,615 00	1,081 00
Carillon and Grenville.												
Central Ontario.	1	20 14					1	20 14				
Crows Nest Southern.											52 48	
Cumberland Railway and Coal Co.									1	23 0	32 00	
Dominion Atlantic.											82 44	169 68
Edmonton, Yukon and Pacific.												
Elgin and Havelock.												
Esquimalt and Nanaimo.							2	20 8	2	20 8		78 00

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TABLE (Concluded).—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1907.

NAME OF RAILWAY.	OVERHEAD RAILWAY CROSSINGS.								TUNNELS.		TELEGRAPH.	
	Bridges.		Conduits.		Trestles.		Total.		No.	Height of lowest above rail.	Company.	Other Company.
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.				
Grand Trunk .....	33	16 4	1		2		36	16 4			*6,422 08	
Canada Atlantic (G.T.R.) ..	4	23 0					4	23 0				
Gulf Shore .....												
Halifax and Southwestern ..											318 70	50 20
Hampton and St. Martins ..												
Hereford .....												
Hillcrest Railway, Coal and Coke Co.												
International of New Brunswick												
Inverness Railway and Coal Co.	1	50 0					1	50 0			61 00	
Irondale, Bancroft and Ottawa.											28 80	
Kalso and Slocan .....												
Kent Northern .....												
Kettle River Valley .....												
Kingston and Pembroke .....												
Klondyke Mines .....												
Lake Erie and Detroit River.												
Liverpool and Milton .....											31 50	103 40
Lotbiniere and Megantic .....												150 50
Magnetawan River .....												
Manitoulin and North Shore.												35 46
Massawippi Valley .....												
Montreal and Atlantic .....												40 00
Montreal and Province Line ..												23 60
Montreal and Vermont Junction.												
Morrissey, Fernie and Michel, B.C.												
Midland of Manitoba .....												
Nelson and Fort Sheppard .....											38 35	38 35
New Brunswick Coal and Railway Co.												
New Brunswick Coal and Railway Co.												
New Brunswick and Prince Edward Island.												
New Brunswick Southern .....												35 00
New Westminster Southern .....												24 00

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\* Miles of wire.

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TABLE 11, A.—Summary of Accidents to Persons for the

*Accidents resulting from the Movement*

PASSEN

No.	NAME OF RAILWAY.	KIND OF									
		COL- LISIONS.		DERAIL- MENTS.		PARTING OF TRAINS.		LOCOMOTIVES OR CARS BREAKING DOWN.		FALLING FROM TRAINS, LOCOMO- TIVES OR CARS.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern.....				1						
2	Canadian Northern.....				1						
3	Canadian Northern Quebec.....		1								
	Canadian Govt. Ry.—										
4	Intercolonial.....		31		4		3			1	3
5	Canadian Pacific.....	26	31	14	30					1	11
6	Esquimalt and Nanaimo.....										
7	Grand Trunk, in Canada.....		26	3	82						18
8	Grand Trunk (Canada Atlantic).....		2		1						
9	Lake Erie and Detroit River.....		2		3						
10	Montreal and Vermont Junction.....										
11	Morrissey, Fernie and Michel.....										
12	Nelson and Fort Sheppard.....			4	5						
13	Quebec, Montreal and Southern.....										
14	Quebec Ry., Light and Power Co.....										
15	Stanstead, Shefford and Chambly.....										
16	St. Lawrence and Adirondack.....										1
17	Temiskaming and Northern Ontario.....										2
18	Toronto, Hamilton and Buffalo.....										1
	Total.....	26	98	21	127		3			2	36

Postal Clerks, Expressmen and Pullman Employees—C.P.R. : Collisions, killed, 2; derailment, killed, 1. C.N.R. : Derailments, injured, 1. I.C.R. : Collisions, injured, 3. G.T.R. : Collisions, injured, 1; derailments, injured, 2. Total—Killed, 3; injured, 7.

NOTE.—These are additional to figures shown on this table.

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Year ending June 30, 1907, showing kind of Accident.

of Trains, Locomotives or Cars.

GERS.

## ACCIDENT.

JUMPING ON OR OFF TRAINS, LOCOMO- TIVES OR CARS.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						OTHER CAUSES.		TOTAL ACCIDENTS TO PASSENGERS.		No.
Killed.	Injured.	At Highway Crossings.		At Stations.		At other points along Track.		Killed.	Injured.	Killed.	Injured.	
									1		2	1
	1										3	2
	1										2	3
	2								1		44	4
3	6			2	1		1	2	4	48	84	5
								1		1		6
6	22	4	7	1					37	14	192	7
	2										5	8
											1	9
	1										1	10
				1						1		11
	1								1	4	7	12
					1						1	13
1										1		14
	1										1	15
											1	16
	1										3	17
											1	18
10	38	4	7	4	3		1	3	44	70	352	

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TABLE 11, B.—Summary of Accidents to Persons for the

ACCIDENTS RESULTING FROM THE MOVE

EMPLOYEES—

Number.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Atlantic and Lake Superior .....			1							
2	Bay of Quinté .....		4								
3	Canadian Northern .....	2	3		2	5	10				
4	Canadian Northern Ontario .....										
5	Canadian Northern Quebec .....		4	3			1		1		
	Canadian Govt. Railways—										
6	Intercolonial .....	1	13	6	14		2		2		
7	Prince Edward Island .....										
8	Canadian Pacific .....	14	17	10	23	5	2	1	1	1	1
9	Central Ontario .....										
10	Canada Southern .....	2	7		1	1	1		2		1
11	Dominion Atlantic .....										
12	Esquimalt and Nanaimo .....		1				2				1
13	Grand Trunk, in Canada .....	6	47	10	53	1	26	1	10		
14	Grand Trunk (Canada Atlantic) ..	1	1	2	4		2				
15	Halifax and Southwestern .....	1		2							
16	Hereford .....										
17	Inverness Railway and Coal Co. ..	1	1								
18	Klondyke Mines .....		1								
19	Lake Erie and Detroit River .....		3	1	2		2				2
20	Massawippi Valley .....		1								
21	Montreal and Atlantic .....	1	1								
22	Montreal and Province Line .....	1	3								
23	Montreal and Vermont Junction ..										
24	Morrissey, Fernie and Michel .....						4				
25	Nelson and Fort Sheppard .....										
26	New Westminster Southern .....										
27	Quebec Central .....	1									
28	Quebec, Montreal and Southern ..										
29	Red Mountain .....										
30	Stanstead, Shefford and Chambly ..										
31	St. Lawrence and Adirondack .....										
32	Sydney and Louisburg .....		4		2						
33	Temiscouata .....										
34	Temiskaming & Northern Ontario ..		1								
35	Toronto, Hamilton and Buffalo .....	1									
36	Vancouver, Victoria and Eastern ..		1								
37	Vancouver, Westminster & Yukon ..										
38	Wallington Colliery Co. ....										
	Final total .....	32	113	35	101	12	52	2	16	1	5

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Year ending June 30, 1907, showing Kind of Accident.

MENT OF TRAINS, LOCOMOTIVES, OR CARS.

TRAINMEN.

ACCIDENT.										Total Accidents to Trainmen.		Average Number employed during Year.	Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Killed	In- jured.		
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
										1	4	13	1
2	3	1	3	1	2			2	12	24	1,079	3	2
2	3	2					1		5	5	17	39	4
3	8	5	1	4				6	11	54	1,973	6	5
7	1									1	75	7	
1	24	5	9	5	5	2	8	15	56	99	9,827	8	
	3		1	2				18	4	38	26	9	
			1							1	98	10	
			1							5	26	11	
6	96	1	11	10	19	1	7	5	165	41	434	12	
	11		1		2				4	3	25	13	
										8	76	14	
									1		15	15	
										1	1	16	
											1	24	17
											1	4	18
	2		2	1			1	1	9	3	23	146	19
				1							2	65	20
									1	1	2	126	21
										1	8	*	22
	1										1	*	23
	1		1								2	24	24
									1	5	13	25	
									1	1	48	26	
				1						2	130	27	
	1										1	48	28
1										1	10	29	
			1								1	*	30
1									3	1	3	15	31
			2						3		11	115	32
	1								6		7	28	33
			1								2	108	34
			2						3	1	5	108	35
	1		2						1		5	17	36
	1										1	16	37
		1								1		18	38
23	157	7	45	22	34	1	13	14	245	149	781		

\* Not shown.

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TABLE 11, C.—Summary of Accidents to Persons for the  
ACCIDENTS RESULTING FROM THE MOVEMENT  
EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.
1	Algoma Central and Hudson Bay			1							
2	Bay of Quinté										
3	Brandon, Saskatchewan and Hudson Bay						1				
4	Canada Southern										
5	Canadian Government Railways— Intercolonial.		1								
6	Canadian Pacific	1	1	3	11						
7	Grand Trunk, in Canada										
8	Grand Trunk (Canada Atlantic)										
9	Halifax and Southwestern			1							
10	Hereford										
11	Lake Erie and Detroit River										
12	Sydney and Louisburg			2	10						
13	Temiskaming and Northern On- tario										
14	Toronto Hamilton and Buffalo										
	Total . . . . .	1	2	7	21		1				



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Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TRACKMEN.

ACCIDENT.										Total Accidents to Trackmen.	Average Number employed during Year.	No.	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.					
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
										1		92	1
								3		3		69	2
											1	116	3
	2			6	6			1	1	7	9	1,108	4
				1	2				1	1	4	1,293	5
2	4		4	19	15			1	3	26	38	16,498	6
			1	8	17			2	13	10	31	8,501	7
				2	1				2	2	3	655	8
										1		232	9
					1						1	36	10
				2	1					2	1	152	11
										2	10	82	12
			1	1	1					1	2	482	13
									1		1	168	14
2	6		6	30	44			4	24	53	104	29,484	

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TABLE 11, D.—Summary of Accidents to Persons for the  
ACCIDENTS RESULTING FROM THE MOVEMENT  
EMPLOYEES—

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canadian Pacific Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Grand Trunk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Montreal and Atlantic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Sydney and Louisburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## EMPLOYEES—SWITCH TENDERS

1	Canadian Government Railways— Intercolonial.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Pacific Railway.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....
3	Grand Trunk, in Canada.....	.....	7	1	2	.....	.....	.....	.....	.....	.....
4	" (Canada Atlantic).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Lake Erie and Detroit River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Sydney and Louisburg.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	1	12	1	2	.....	.....	.....	.....	.....	.....

## EMPLOYEES—

1	Canada Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Grand Trunk, in Canada.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	" (Canada Atlantic).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Montreal and Atlantic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## EMPLOYEES—

1	Canada Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Northern.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....
3	Canadian Northern Quebec.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Canadian Government Railways— Intercolonial.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
5	Prince Edward Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Canadian Pacific.....	.....	2	2	4	.....	.....	.....	.....	.....	.....
7	Crow's Nest Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Grand Trunk in Canada.....	.....	10	.....	5	.....	.....	.....	.....	.....	.....
9	" (Canada Atlantic).....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
10	Lake Erie and Detroit River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Midland of Manitoba.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
12	Nelson and Fort Sheppard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Sydney and Louisburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Temiscouata.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Vancouver, Victoria and Eastern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	.....	13	3	11	.....	1	.....	.....	.....	.....

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Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

STATION MEN.

ACCIDENT.										Total Accidents to Stationmen.	Average Number employed during Year.	No.
Falling from Trains Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.	
.....	.....	.....	1	2	.....	.....	.....	.....	.....	2	1	7,870
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	4,504
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	80
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	..	18
1	.....	.....	1	2	.....	.....	.....	.....	2	3	3	12,472

## CROSSING TENDERS AND WATCHMEN.

.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	88	1
1	2	.....	.....	.....	1	.....	.....	2	1	10	768	2
1	2	.....	2	2	6	.....	.....	16	4	35	970	3
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	20	4
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	11	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	8	6
2	4	.....	2	3	7	.....	.....	20	7	47	1,865	

## TELEGRAPH EMPLOYEES.

.....	.....	.....	.....	2	.....	.....	1	.....	1	87	1
.....	.....	.....	.....	1	.....	.....	1	.....	3	1,961	2
.....	1	.....	.....	.....	.....	.....	1	.....	1	427	3
.....	.....	.....	.....	.....	.....	.....	1	.....	1	43	4
.....	.....	.....	.....	.....	.....	.....	1	.....	1	16	5
.....	1	.....	.....	3	.....	.....	4	.....	8	2,534	

## OTHER EMPLOYEES.

.....	.....	.....	.....	11	.....	.....	1	.....	12	480	1	
.....	1	.....	.....	.....	.....	.....	1	1	3	517	2	
.....	1	.....	.....	.....	.....	.....	.....	.....	1	29	3	
.....	.....	.....	1	1	1	.....	.....	1	3	2,297	4	
.....	2	.....	.....	.....	.....	.....	.....	.....	2	75	.....	
.....	3	.....	2	2	3	.....	7	14	11	28	9,346	5
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	11	6
2	7	.....	6	9	24	1	1	41	13	93	2,980	7
1	1	.....	1	.....	2	.....	.....	.....	1	5	896	8
.....	.....	.....	.....	.....	.....	.....	1	2	1	2	151	9
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	15	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	11
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	26	12
.....	.....	.....	.....	.....	.....	.....	.....	12	.....	12	.....	13
.....	.....	.....	.....	.....	.....	.....	2	.....	2	2	.....	14
3	16	.....	11	12	41	1	.....	9	74	28	167	16,823

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TABLE 11, D. (*Concluded*).—Summary of Accidents to Persons

ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES

No.	NAME OF RAILWAY.	KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec.....						2				
4	Canadian Govt. Ry.— Intercolonial.....										
5	Canadian Pacific Ry.....		1								1
6	Dominion Atlantic.....										
7	Grand Trunk.....										
8	Toronto, Hamilton and Buffalo..										
	Total.....		1				2				1

## SESSIONAL PAPER No. 20b

for the Year ending June 30, 1907, showing Kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

SHOPMEN.

ACCIDENT.										Total Accidents to Shopmen.		Average Number employed during Year.	No.
Falling from Trains, Locomotives, or Cars.		Jumping on or off Cars, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.					
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.		
.....	1	.....	1	1	.....	.....	.....	.....	.....	1	1	377	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1,690	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	185	3
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1,441	4
1	1	.....	.....	4	1	.....	.....	1	5	6	9	8,969	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	92	6
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	3,783	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	90	8
1	2	.....	1	7	1	.....	.....	1	8	9	16	16,494	

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TABLE 11, E.—SUMMARY of Accidents to Persons for the Year ending June 30, 1907, showing Kind of Accident.

ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

OTHER PERSONS—TRESPASSING.

NAME OF RAILWAY.		KIND OF ACCIDENT.														Total Accidents to other Persons— Trespassing.			
		Collisions.		Derailments.		Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives, or Cars—				Other Causes					
										At other points along Track.									
										At Stations		At Highway Crossings.						Killed	In- jured.
Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.										
Number.																			
1	Algoma Central and Hudson Bay																	1	1
2	Bay of Quinté					1								1				1	1
3	Canada Southern								2									10	3
4	Canadian Northern					1		1										5	3
5	Canadian Northern Quebec.																	3	2
6	Canadian Govt. Railways— Intercolonial.																	3	2
7	Prince Edward Island					1	1	2	2									17	12
8	Canadian Pacific					8	7	6	2	5	4							1	1
9	Esquimalt and Nanaimo	1	1															73	21
10	Grand Trunk, in Canada					1	4	3	11	15	11							69	67
11	" (Canada Atlantic).																	5	2
12	Hereford																	1	1
13	Kingston and Pembroke																	1	3
14	Lake Erie and Detroit River																	1	1
15	Montreal and Atlantic.					1												1	1
16	Morrissey, Fernie and Michel																	1	1
17	Nelson and Fort Sheppard					1												1	1
18	New Brunswick Coal and Ry. Co.																	1	1
19	New Westminster Southern									1								1	1
20	Quebec Central																	4	4
21	Stanstead, Shefford and Chambly																	2	2
22	St. Lawrence and Adirondack								2									1	1
23	Sydney and Louisburg																	4	4
24	Temiskaming & Northern Ontario								2		2							2	2
25	Vancouver, Westminster & Yukon																	1	1
	Final total	1	1	10	14	13	24	21	18	21	7	122	55	6	7	186		125	

1	Canada Southern.....	2	1					9	4							1	1	10	7
2	Canadian Northern.....		1													3	5	5	
3	Canadian Northern Quebec.....															1	1		
4	Canadian Govt. Railways— Intercolonial.....							2	5										7
5	Canadian Pacific.....	2			1			20	18		1					1	3	28	24
6	Central Ontario.....							1									1		
7	Grand Trunk, in Canada.....							14	19		2						8	19	40
8	" (Canada Atlantic).....		3					2	1		1							3	
9	Lake Erie and Detroit River.....								1								1		2
10	Massawippi Valley.....								1								1	1	1
11	Morrisey, Fernie and Michel.....										1								1
12	Quebec Central.....																1		1
13	St. Lawrence and Adirondack.....								1									1	
14	Temiskaming & Northern Ontario.....										1						1		
	Final Total.....	4	1	4	1			48	49	6	4	10		12	5	14	70	88	

TABLE 11, F.--SUMMARY of Accidents to Persons for the Year ending June 30, 1907, showing Kind of Accident.

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

**PASSENGERS AND OTHER PERSONS.**

Name of Railway.	Passengers.		Total Accidents to Passengers.		Other Persons.		Total Accidents to Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Brockville, Westport and Northwestern.....		1		1				
2 Canadian Northern.....					1		1	
3 Canadian Government Rys. — Intercolonial.....								
4 Canadian Pacific.....		2		2		1		1
5 Grand Trunk, in Canada.....						2		2
6 Grand Trunk (Canada Atlantic).....						2		2
						3		3
Total .....		3		3	1	8	1	8

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TABLE 11, G.—Summary of Accidents to Persons for the

ACCIDENTS ARISING FROM THE CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—STATION

No.	NAME OF RAILWAY.	STATION MEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.	Killed	In-jured.
1	Canada Southern.....										
2	Canadian Northern.....										
3	Canadian Northern, Quebec.....										
4	Canadian Govt. Rys.—										
	Intercolonial.....		1						1		
	Prince Edward Island.....										3
5	Canadian Pacific.....										1
6	Crow's Nest Southern.....										
7	Grand Trunk in Canada.....		27		2				1		7
8	Grand Trunk (Canada Atlantic).....										
9	Hereford.....										
10	Lake Erie and Detroit River.....		1								
11	Massawippi Valley.....						1				
12	Montreal and Vermont Junction.....										
13	Quebec Central.....				2						
14	Quebec Ry., Light and Power Co.....		3								
15	Temiskaming & Northern Ontario.....				1						
16	Thousand Islands.....				1						
17	Toronto, Hamilton and Buffalo.....		2								
	Total.....		34		5	1	1		2		11



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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

MEN AND SHOPMEN.

Total Accidents to Station Men.		SHOPMEN.										Total Accidents to Shopmen.		No.
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.			
					17		3		2		7		29	1
					1				1				2	2
					2		2		2		5		11	3
														4
	2													
	3		2								2		4	
	1				7		2				3		12	5
														6
	37				27						30		57	7
					2						3		5	8
											1		1	9
	1				3		6				3		12	10
	1													11
							1						1	12
	2													13
	3		1											14
1													1	15
	1													16
	2													17
1	53		3		59		14		5		54		135	

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TABLE 11, H.—Summary of Accidents to Persons for the

ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—TRACKMEN

No.	NAME OF RAILWAY.	TRACKMEN.									
		Kind of Accident.									
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Canada Southern.....				3		6				
2	Canadian Northern.....										
3	Canadian Northern Quebec						7				4
4	Canadian Government Railways—										
5	Intercolonial.....										
6	Prince Edward Island.....				2		2				2
7	Canadian Pacific.....				3		18			2	9
8	Crow's Nest Southern.....						1				
9	Grand Trunk, in Canada....				3		5				7
10	Grand Trunk (Canada Atlantic)						1				
11	Lake Erie and Detroit River				2						
12	Montreal and Atlantic.....				3		1				1
13	New Brunswick Coal and Rail-										
14	way Co.....								1		
15	Quebec, Montreal and Southern..										
16	Quebec Railway, Light and Power		2								
17	Co.....										
18	Red Mountain.....										
19	Stanstead, Shefford and Chambly										
	Total.....		2		16		41		1	2	28

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Year ending June 30, 1907, showing Kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.

AND OTHER EMPLOYEES.

Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		No.
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.	Killed	In- jured.			
.....	13	.....	.....	.....	3	.....	1	.....	.....	.....	2	.....	6	1
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
.....	11	.....	7	.....	.....	.....	6	.....	.....	.....	4	.....	17	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	4
.....	6	.....	3	.....	1	.....	.....	.....	.....	2	.....	.....	6	5
2	30	.....	12	.....	3	.....	.....	.....	.....	3	17	3	32	6
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	4	7
.....	15	.....	3	.....	5	.....	10	.....	1	1	75	1	94	8
.....	1	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	4	9
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	10
.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	11
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	12
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	16
2	88	.....	26	.....	15	.....	20	.....	1	7	105	7	167	



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# ELECTRIC RAILWAY STATISTICS

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## No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	ORDINARY SHARE CAPITAL.		
		Authorized.	Subscribed.	Paid up.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	40,000 00	30,950 00	30,950 00
2	Leased Line—Berlin and Bridgeport.....	50,000 00		17,000 00
3	Brantford Street.....	200,000 00	200,000 00	200,000 00
4	British Columbia.....	1,946,666 00	1,946,666 00	1,946,666 00
5	Cape Breton.....	1,000,000 00	1,000,000 00	1,000,000 00
6	Cornwall Street.....	100,000 00	100,000 00	100,000 00
7	Egerton Tramway Co., N.S. ....	300,000 00	250,000 00	250,000 00
8	Galt, Preston and Hespeler.....	100,000 00	49,850 00	31,310 00
9	Leased Line—Preston to Berlin .....	100,000 00	1,000 00	1,000 00
10	Grand Valley.....	2,000,000 00	700,000 00	700,000 00
11	Guelph Radial.....	108,000 00	108,000 00	108,000 00
12	Halifax Tramway.....	650,000 00	500,000 00	500,000 00
13	Hamilton and Dundas.....	100,000 00	100,000 00	100,000 00
14	Hamilton, Grimsby and Beamsville.....	400,000 00	385,000 00	235,000 00
15	Hamilton Radial.....	36,250 00	36,250 00	36,250 00
16	Hamilton Street.....	205,000 00	205,000 00	205,000 00
17	Hull.....	300,000 00	292,700 00	292,000 00
18	International Transit Co. ....	150,000 00	150,000 00	150,000 00
19	Kingston, Portsmouth and Cataraqui.....	40,000 00	40,000 00	40,000 00
20	Levis County.....			
21	London Street.....	750,000 00	550,000 00	540,024 00
22	Montreal Park and Island.....	1,000,000 00	720,900 00	720,900 00
23	Montreal Street.....	18,000,000 00	9,000,000 00	8,376,900 00
24	Montreal Terminal.....	5,000,000 00	1,000,000 00	1,000,000 00
25	Nelson Tramway Co.....	250,000 00	250,000 00	250,000 00
26	Niagara Falls, Park and River.....	1,000,000 00	600,000 00	600,000 00
27	Niagara, St. Catharines and Toronto.....	1,000,000 00	925,000 00	925,000 00
28	Niagara Falls, Wesley Park and Clifton.....	100,000 00	50,000 00	50,000 00
29	Oshawa.....	200,000 00	40,000 00	40,000 00
30	Ottawa.....	1,000,000 00	998,200 00	998,200 00
31	Peterborough Radial.....	500,000 00	100,000 00	100,000 00
32	Port Arthur Street.....			
33	Port Dalhousie, St. Catharines and Thorold.....	100,000 00	77,500 00	77,500 00
34	Quebec Ry., Light & Power Co. (Citadel).....	2,500,000 00	2,500,000 00	2,500,000 00
35	Quebec Ry., Light & Power Co. (Montmorency).....			
36	Sandwich, Windsor and Amherstburg.....	500,000 00	350,000 00	297,000 00
37	Sarnia.....	100,000 00	77,200 00	75,280 00
38	Sherbrooke Street.....	200,000 00	200,000 00	200,000 00
39	South-western Traction Co.....	1,000,000 00	464,000 00	437,728 00
40	St. John.....	1,000,000 00	800,000 00	800,000 00
41	St. Stephen, N.B. ....	100,000 00	100,000 00	100,000 00
42	St. Thomas Street.....			
43	Sydney and Glace Bay.....	500,000 00	500,000 00	500,000 00
44	Toronto Street.....	8,000,000 00	8,000,000 00	7,985,840 00
45	Toronto Suburban.....	1,000,000 00	80,000 00	80,000 00
46	Toronto and York Radial.....	2,000,000 00	2,000,000 00	2,000,000 00
47	Winnipeg Street.....	4,500,000 00	4,500,000 00	4,500,000 00
48	Woodstock, Thames Valley and Ingersoll.....	300,000 00	100,000 00	100,000 00
49	Yarmouth Street.....	100,000 00	54,500 00	54,500 00
Totals.....		58,525,916 00	40,132,716 00	39,251,746 00

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Railways for the Year ended June 30, 1907.

PREFERENCE SHARE CAPITAL			BONDED DEBT.		
Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	.....	.....	30,000 00	30,000 00	30,000 00
.....	.....	.....	125,000 00	125,000 00	125,000 00
2,920,000 00	2,920,000 00	2,920,000 00	3,747,332 00	3,318,479 00	3,318,479 00
250,000 00	234,000 00	234,000 00	1,500,000 00	865,000 00	865,000 00
100,000 00	100,000 00	100,000 00	.....	.....	.....
.....	.....	.....	175,000 00	175,000 00	175,000 00
.....	.....	.....	.....	.....	.....
.....	.....	.....	450,000 00	450,000 00	450,000 00
.....	.....	.....	.....	.....	.....
.....	.....	.....	300,000 00	300,000 00	300,000 00
.....	.....	.....	100,000 00	100,000 00	100,000 00
.....	.....	.....	150,000 00	150,000 00	150,000 00
74,900 00	74,900 00	74,900 00	160,000 00	160,000 00	160,000 00
.....	.....	.....	500,000 00	500,000 00	500,000 00
.....	.....	.....	.....	.....	.....
50,000 00	43,100 00	43,100 00	1,000,000 00	1,000,000 00	300,000 00
.....	.....	.....	100,000 00	100,000 00	100,000 00
.....	.....	.....	.....	.....	.....
408,800 00	315,000 00	315,000 00	750,000 00	500,000 00	500,000 00
.....	.....	.....	1,025,000 00	1,025,000 00	1,025,000 00
.....	.....	.....	9,000,000 00	2,473,333 00	2,473,333 00
.....	.....	.....	750,000 00	613,000 00	613,000 00
.....	.....	.....	50,000 00	50,000 00	35,000 00
.....	.....	.....	600,000 00	600,000 00	600,000 00
.....	.....	.....	.....	910,000 00	910,000 00
.....	.....	.....	100,000 00	100,000 00	100,000 00
.....	.....	.....	88,452 18	88,452 18	88,452 18
.....	.....	.....	1,000,000 00	500,000 00	500,000 00
.....	.....	.....	500,000 00	50,000 00	50,000 00
.....	.....	.....	167,000 00	167,000 00	167,000 00
.....	.....	.....	60,000 00	60,000 00	60,000 00
500,000 00	453,000 00	453,000 00	2,500,000 00	2,500,000 00	2,500,000 00
.....	.....	.....	600,000 00	400,000 00	400,000 00
.....	.....	.....	56,900 00	56,900 00	56,900 00
.....	.....	.....	150,000 00	150,000 00	150,000 00
.....	.....	.....	725,000 00	667,500 00	667,500 00
.....	.....	.....	1,000,000 00	700,000 00	700,000 00
.....	.....	.....	100,000 00	100,000 00	100,000 00
.....	.....	.....	50,000 00	50,000 00	50,000 00
.....	.....	.....	500,000 00	400,000 00	400,000 00
.....	.....	.....	3,613,373 33	3,613,373 33	3,613,373 33
.....	.....	.....	300,000 00	140,000 00	.....
.....	.....	.....	1,000,000 00	1,000,000 00	1,000,000 00
.....	.....	.....	5,000,000 00	5,000,000 00	5,000,000 00
100,000 00	100,000 00	100,000 00	200,000 00	140,000 00	113,800 00
.....	.....	.....	100,000 00	15,000 00	12,700 00
4,408,700 00	4,240,000 00	4,240,000 00	38,323,057 49	29,343,637 49	28,459,537 49

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## No. 1.—SUMMARY STATEMENT of Capital of Electric

Number.	NAME OF RAILWAY.	TOTAL CAPITAL.		FLOATING
		Subscribed.	Paid up.	Amount.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....		97,674 39	
2	Leased Line—Berlin and Bridgeport.....		31,567 37	
3	Brantford Street.....		325,000 00	
4	British Columbia.....	8,472,599 76	8,472,599 76	287,454 76
5	Cape Breton.....	2,099,000 00	2,099,000 00	10,000 00
6	Cornwall Street.....	200,000 00	200,000 00	
7	Egerton Tramway Co., N.S.....	425,000 00	425,000 00	5,000 00
8	Galt, Preston and Heepeler.....		31,310 00	100,000 00
9	Least Line—Preston to Berlin.....		1,000 00	
10	Grand Valley.....		1,150,000 00	
11	Guelph Radial.....		108,000 00	
12	Halifax Tramway.....	800,000 00	800,000 00	85,000 00
13	Hamilton and Dundas.....	450,000 00	450,000 00	
14	Hamilton, Grimsby and Beamsville.....	563,000 00	413,000 00	
15	Hamilton Radial.....	2,271,150 00	2,271,150 00	
16	Hamilton Street.....	705,000 00	705,000 00	113,756 30
17	Hull.....	292,700 00	292,000 00	
18	International Transit Co.....	450,000 00	450,000 00	138,366 03
19	Kingston, Portsmouth and Cataraqui.....	190,000 00	183,100 00	
20	Levis County.....			
21	London Street.....	1,500,000 00	1,040,024 00	33,901 00
22	Montreal Park and Island.....	2,060,900 00	2,060,900 00	1,095,060 73
23	Montreal Street.....	11,473,333 00	10,850,233 00	3,282,645 05
24	Montreal Terminal.....	1,613,000 00	1,613,000 00	43,624 01
25	Nelson Tramway Co.....	300,000 00	285,000 00	
26	Niagara Falls, Park and River.....	1,200,000 00	1,200,000 00	
27	Niagara, St. Catharines and Toronto.....	2,013,400 00	2,013,400 00	
28	Niagara Falls, Wesley Park and Clifton.....	150,000 00	150,000 00	
29	Oshawa.....	155,862 16	155,862 16	10,288 35
30	Ottawa.....	1,498,200 00	1,498,200 00	190,000 00
31	Peterborough Radial.....	150,000 00	150,000 00	26,315 74
32	Port Arthur Street.....	167,000 00	167,000 00	
33	Port Dalhousie, St. Catharines and Thorold.....	137,500 00	137,500 00	
34	Quebec Ry., Light & Power Co. (Citadel).....			
35	Quebec Ry., Light & Power Co. (Montmorency).....	5,855,945 50	5,855,945 50	137,660 98
36	Sandwich, Windsor and Amherstburg.....	750,000 00	697,000 00	282,281 91
37	Sarnia.....	134,100 00	133,180 00	
38	Sherbrooke Street.....	350,000 00	350,000 00	7,800 00
39	South-western Traction Co.....	1,131,500 00	1,105,226 00	
40	St. John.....	1,500,000 00	1,500,000 00	215,649 36
41	St. Stephen, N.B.....	200,000 00	200,000 00	13,766 80
42	St. Thomas Street.....	50,000 00	50,000 00	
43	Sydney and Glace Bay.....	900,000 00	900,000 00	
44	Toronto Street.....	11,613,373 33	11,598,913 33	500,235 15
45	Toronto Suburban.....	220,000 00	80,000 00	100,000 00
46	Toronto and York Radial.....	3,000,000 00	3,000,000 00	887,093 49
47	Winnipeg Street.....	9,500,000 00	9,500,000 00	
48	Woodstock, Thames Valley and Ingersoll.....	358,700 00	332,500 00	1,125 24
49	Yarmouth Street.....	69,500 00	67,200 00	
	Totals.....	74,970,763 75	75,195,475 51	7,567,024 90

In addition to the above and included in the total, the following items under the head of "Capital British Columbia, \$287,454.76; Hamilton & Dundas, \$350,000; Hamilton Radial, \$2,000,000; Woodstock, \$38,400; Oshawa, \$22,400; Quebec R. L. & P. Co., \$96,000. Provincial aid: Quebec R., L. & P. Co., Toronto, \$140,000; Oshawa, \$5,000.



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Railways for the Year ended June 30, 1807—*Concluded.*

DEBT.	Total Cost of Railway and Rolling Stock.	Number.	REMARKS.
Rate of Interest.			
p.c.	\$ cts.		
.....	102,189 00	1	
.....	31,557 37	2	
.....	*	3	Cost not ascertainable.
.....		4	*Not given present company result of five amalgamations.
6	2,145,112 19	5	
.....	201,204 22	6	
6	430,000 00	7	
5	114,169 14	8	
.....	423,814 11	9	
.....		10	
.....	108,000 00	11	
6	740,000 00	12	
.....	345,647 36	13	
.....	326,790 00	14	
.....	1,269,043 08	15	
.....	711,534 08	16	
.....	632,563 30	17	
.....	318,804 15	18	
.....	200,000 00	19	
.....		20	Sold at Sheriff's sale for \$50,000. No stock issued.
6	1,078,197 36	21	
6	2,319,839 04	22	
6	11,078,858 58	23	
.....	1,656,509 48	24	
.....	96,394 81	25	
.....	1,153,563 97	26	
.....	1,239,400 09	27	
.....	100,000 00	28	Purchased for \$100,000 by N. St. C. & T. Ry.
6	208,181 01	29	
5½	1,961,488 59	30	
5	176,731 34	31	
.....	187,106 68	32	
.....	90,000 00	33	Purchased by N. St. C. & T. Ry. for \$90,000.
7	1,163,786 70	34	Capital account charged to all divisions.
6	1,041,338 13	35	Cost of electric railway charged to steam. railway.
.....	149,751 88	36	
5	350,000 00	37	
.....		38	
.....		39	Road still under construction.
6½		40	Road acquired at mortgage sale.
.....	200,000 00	41	
.....		42	Taken over by city under mortgage.
.....	963,585 39	43	
4½	13,194,631 94	44	
6	132,113 38	45	
6	3,206,738 40	46	
.....	2,577,527 63	47	
.....		48	Not shown in return.
.....	63,555 74	49	
.....	52,399,818 18		

from other sources " were reported : Berlin and Waterloo, \$36,724.39 ; Berlin and Bridgeport, \$14,559.37 ; Thames Valley & Ingersoll, \$18,700, Dominion Government aid : Niagara, St. Catharines & Toronto, \$306,945.50. Municipal aid : Hamilton, Grimsby & Beamsville, \$28,000 ; Niagara, St. Catharines &

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## No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Electric Railway.	Mileage.	CAR MILEAGE.			Locomotive Mileage.
			Passenger Cars.	Freight Cars.	Total Car Mileage.	
1	Berlin and Waterloo.....	3.12	81,800		81,800	
	Leased Line—Berlin and Bridgeport.....	2.40				
2	Brantford Street.....	7.00	120,867		120,867	
3	British Columbia.....	76.23	2,990,437	86,350	3,076,787	
4	Cape Breton.....	12.73	314,079		314,079	
5	Cornwall Street.....	6.50	194,012	13,828	207,840	
6	Egerton Tramway Co.....	8.10	130,259	7,065	130,259	
7	Galt, Preston and Hespler.....	9.00	199,540	17,452	216,922	
	Leased Line—Preston and Berlin.....					
8	Grand Valley.....	20.50	173,764		173,764	
9	Guelph Radial.....	6.00	180,000	2,500	182,500	
10	Halifax Tramway Co.....	12.13	760,559		760,559	
11	Hamilton and Dundas.....	7.25	90,550		90,550	
12	Hamilton, Grimsby and Beamsville.....	23.00	250,725	27,900	278,625	
13	Hamilton Radial.....	24.75	377,006		377,006	
14	Hamilton Street.....	22.00	1,414,941		1,414,941	
15	Hull.....	16.50	549,394	17,195	566,589	
16	International Transit Co.....	3.30	286,696		286,696	
17	Kingston, Portmouth and Cataraqui.....	8.00	199,680		199,680	
18	Lévis County.....	10.25	317,907	5,725	323,632	
19	London Street.....	33.25	1,400,931		1,400,931	
20	Montreal, Park and Island.....	37.72	843,114	11,011	854,125	
21	Montreal Street.....	67.04	14,606,712		14,606,712	
22	Montreal Terminal.....	25.05	509,478	21,823	531,301	
23	Nelson Tramway Co.....	2.65	40,800		40,800	
24	Niagara Falls, Park and River.....	11.75	371,648	2,769	374,417	
25	Niagara, St. Catharines and Toronto.....	26.50	263,633	242,785	506,418	242,785
26	Niagara Falls, Wesley Park and Clifton.....	4.50	184,180		184,180	
27	Oshawa.....	8.02	36,457	15,471	51,928	51,928
28	Ottawa.....	22.87	3,009,280		3,009,280	
29	Peterborough Radial.....	6.00	264,802		264,802	
30	Port Arthur Street.....	9.00	207,209		207,209	
31	Port Dalhousie, St. Catharines and Thorold.....	8.17	123,903		123,903	
32	Quebec Ry., Light and Power Co. (Citadel Div.).....	17.22	1,280,603		1,280,603	6,408
33	" " (Montmorency Div.).....	25.00	256,510		256,510	
34	Sandwich, Windsor and Amherstburg.....	34.63	540,390		540,390	
35	Sarnia.....	8.00	136,396		136,396	
36	Sherbrooke Street.....	7.00	285,451		285,451	
37	South-western Traction Co.....	18.25	143,148		143,148	
38	St. John, N.B.....	12.50	802,542		802,542	
39	St. Stephen, N.B.....	3.00	183,960		183,960	
40	St. Thomas Street.....	7.50	338,040		338,040	
41	Sydney and Glace Bay.....	18.80	307,782		307,782	
42	Toronto Street.....	51.05	14,328,942		14,328,942	
43	Toronto Suburban.....	9.81	187,975		187,975	
44	Toronto and York Radial.....	50.44	913,710	64,963	978,673	
45	Winnipeg Street.....	34.33	2,864,704		2,864,704	
46	Woodstock, Thames Valley and Ingersoll.....	11.50	114,816		114,816	
47	Yarmouth Street.....	2.13	45,056		45,046	
	Totals.....		52,824,388	536,837	53,361,227	301,121

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Year and Mileage for the Year ended June 30, 1907.

Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average Rate of Speed of Passenger Cars. Miles per Hour.	Average Rate of Speed of Freight Cars. Miles per Hour.	Number.	Remarks.
733,864		7		1	
402,090		10		2	
16,281,766	31,162	9	9	3	
1,563,316		8		4	
375,064		12	5	5	
588,722				6	
594,815	84,871	10	6	7	
219,038		15		8	
616,046	12,600			9	
3,783,801		6		10	
407,880	1,650	14		11	
432,997	21,160	15	15	12	
941,767	3,600	15		13	
7,201,908		12		14	
1,028,939	15,559	23	19	15	
1,076,417		8		16	
847,559		9		17	
1,477,005		10	10	18	
6,420,807		9		19	
3,176,587	28,184	15	10	20	
83,747,540		8		21	
923,139	86,633	20	12	22	
155,136		8		23	
1,414,021		7	7	24	
920,048	92,381	20	15	25	
755,585		8		26	
166,000	101,931			27	
12,048,531		8		28	
722,497		8		29	
1,442,991		15		30	
392,554		8		31	
5,515,128		8		32	
1,114,456		21		33	
2,607,122		12		34	
621,678		8		35	
811,501		10		36	
172,199		26		37	
3,120,031		7½		38	
583,614				39	
551,280		11		40	
2,143,000				41	
81,290,847				42	
774,366		9		43	
2,708,782		20	15	44	
20,224,239		10		45	
397,937		15		46	
206,794		8		47	
273,999,404	479,731				

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## No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Electric Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo .....	3 12	31,127 07		911 43
	Leased—Berlin and Bridgeport .....	2 40	1,807 44		
2	Brantford Street .....	7 00	26,191 16		
3	British Columbia .....	59 13	845,834 25	61,680 46	1,455 52
4	Cape Breton .....	12 73	86,195 57	604 47	211 27
5	Cornwall Street .....	6 00	16,815 75	7,245 33	
6	Egerton Tramway Co. ....	8 10	41,686 82	1,926 33	
7	Galt, Preston and Hespeler .....	9 00	49,864 40	51,843 53	4,150 16
	Leased—Preston to Berlin .....	10 75			
8	Grand Valley .....	21 00	38,195 75	1,189 45	
9	Guelph Radial .....	6 00	25,906 43	1,513 33	
10	Halifax Tramway Co. ....	12 13	168,091 37		
11	Hamilton and Dundas .....	7 25	35,845 07	2,568 38	108 91
12	Hamilton, Grimsby and Beamsville .....	23 00	57,942 37	18,190 71	7,692 97
13	Hamilton Radial .....	24 75	94,452 32	5,683 18	860 32
14	Hamilton Street .....	22 00	281,073 96		
15	Hull .....	14 50	58,771 72	7,448 83	1,203 11
16	International Transit Co. ....	3 30	43,441 68		
17	Kingston, Portsmouth and Cataraqui .....	8 00	23,746 87	588 76	
18	Lévis County .....	10 25	52,740 45	2,145 08	
19	London Street .....	26 46	214,219 47		1,256 25
20	Montreal, Park and Island .....	22 41	242,810 50	4,376 55	
21	Montreal Street .....	67 04	3,336,110 44		
22	Montreal Terminal .....	18 23	67,185 23	25,880 84	500 00
23	Nelson Tramway Co. ....	3 00	7,756 00		
24	Niagara Falls, Park and River .....	11 75	143,921 34	4,717 58	480 71
25	Niagara, St. Catharines and Toronto .....	26 50	93,336 90	56,301 59	1,101 16
26	Niagara Falls, Wesley Park and Clifton .....	4 50	34,055 09		
27	Oshawa .....	8 02	8,432 41	50,693 63	2,617 09
28	Ottawa .....	22 87	512,871 42		8,030 00
29	Peterborough Radial .....	6 00	32,587 18		
30	Port Arthur Street .....	9 00	66,296 80	414 00	
31	Port Dalhousie, St. Catharines and Thorold .....	8 17	19,602 70		
32	Quebec Railway, Light and Power Co. (Cité- del Division) .....	17 22	233,020 53		750 00
33	Quebec Railway, Light and Power Co. (Mont- morency Division) .....	25 00	115,903 42		1,233 04
34	Sandwich, Windsor and Amherstburg .....	34 63	126,372 38		2,793 34
35	Sarnia .....	7 00	26,669 65	3,915 26	890 00
36	Sherbrooke Street .....	7 00	30,431 31		
37	South-western Traction Co. ....	18 25	23,462 06		594 95
38	St. John, N. B. ....	12 50	139,630 22		
39	St. Stephen, N. B. ....	3 00	29,090 90		
40	St. Thomas Street .....	7 50	19,423 38		
41	Sydney and Glace Bay .....	18 80	103,961 32	7,293 70	1,559 25
42	Toronto Street .....	51 05	3,254,853 70		
43	Toronto Suburban .....	9 81	33,263 72		
44	Toronto and York Radial .....	50 44	209,647 82	28,146 99	2,000 00
45	Winnipeg Street .....	34 33	860,830 20		
46	Woodstock, Thames Valley and Ingersoll .....	11 50	25,025 03		1,368 40
47	Yarmouth Street .....	2 13	9,280 33		175 00
	Totals .....	814 52	12,010,921 70	344,367 96	41,951 88

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for the Year ended June 30, 1907.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of Working Expenses to Gross Earnings.	Earnings per Car Mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	Cts.		
1,246 74	33,285 24	8,217 84	75 31	49 00	1	Three months in separate operation.
1,477 87	3,285 31	1,873 87	78 45	42 65	2	
5,102 94	31,294 10	6,743 97	58 36	25 88	3	
5,186 88	914,157 11	380,633 46	69 72	29 71	4	
1,760 90	88,772 21	26,876 85	79 81	28	5	
1,752 84	25,813 92	5,211 65	56 65	332	6	
2,069 51	45,672 66	10,724 07	51 02	49 00	7	
1,226 27	107,093 36	42,453 39				
1,679 07	41,064 27	9,367 75	77 18	23 60	8	Includes Windsor and Tecumseh Electric.
1,089 89	28,509 65	8,340 62	29 25	15 62	9	
690 04	163,781 41	56,139 89	67 33	22 10	10	
3,399 89	41,922 23	19,497 21	53 49	46 30	11	
1,430 70	85,256 75	24,094 99	71 73	28 21	12	
3,369 12	106,364 94	38,916 25	63 41	19 92	13	
757 00	281,830 96	63,271 29	77 55	15 26	14	
34,480 94	101,904 60	15,304 30	84 98	17 60	15	
302 06	43,743 74	10,439 55	76 13	15 29	16	
1,357 24	30,692 87	2,744 07	91 05	22 84	17	
2,101 06	56,986 61	— 1,931 77	103 39	13 19	18	
3,378 24	218,853 96	45,757 33	79 09	19 00	19	
2,977 08	250,164 13	73,446 01	70 64	41 48	20	
65,479 37	3,401,589 81	1,333,464 58	60 83	30 78	21	
1,960 02	96,526 09	— 15,159 11	115 87	24 06	22	
210 00	7,966 00	— 6,257 11	178 67	36	23	
6,201 04	155,320 67	68,396 33	55 96	37	24	
5,149 85	155,889 50	50,478 32	66 97	1 21	25	
.....	34,065 09	17,165 96	50 37	27	26	
1,288 37	63,081 50	15,261 13	75 78	28	27	
23,550 48	544,451 90	198,798 22	63 49	29	28	
1,010 28	33,597 46	5,934 26	82 34	30	29	
2,470 49	69,181 29	24,414 53	64 70	31	30	
.....	19,602 70	6,561 11	33 48	32	31	
.....	233,770 33	67,626 50	71 07	33	32	
10,225 79	127,362 25	46,822 98	63 23	34	33	
6,351 67	135,517 39	67,565 77	52 25	35	34	
5,444 63	36,919 54	5,739 88	54 21	36	35	
2,467 94	32,899 25	.....	.....	37	36	
132 00	29,189 01	— 642 30	.....	38	37	
400 00	140,230 22	8,076 18	94 24	39	38	
435 10	28,466 00	— 3,922 17	113 78	40	39	
639 76	20,063 14	1,759 54	75 48	41	40	
799 44	113,613 71	49,173 63	56 71	42	41	
16,339 27	3,271,192 97	1,576,160 23	51 81	43	42	
2,993 31	36,257 03	8,407 14	76 81	44	43	
1,590 96	241,385 77	80,412 92	66 69	45	44	
3,160 00	863,990 20	437,347 28	49 38	46	45	
373 00	26,766 43	12,376 38	53 76	47	46	
3,164 74	12,620 07	2,044 41	83 80	47	47	
238,663 81	12,635,905 35	4,898,653 58				

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## No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Electric Railway.	Mileage	Maintenance of Way, Buildings, &c.	Cost of Motive Power.	Maintenance of Cars.
			\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	3 12	775 07	5,850 87	3,046 55
	Leased—Berlin and Bridgeport.....	2 40	395 25		
2	Brantford Street.....	7 00	1,362 50	11,126 10	
3	British Columbia.....	59 13	38,920 14		50,697 50
4	Cape Breton.....	12 73	7,742 23	17,227 07	6,238 61
5	Cornwall Street.....	6 00	3,301 02	1,645 48	3,293 29
6	Egerton Tramway Co. ....	8 10	2,471 18	8,678 80	5,894 83
7	Galt, Preston and Hespeler.....	9 00	9,955 49	24,802 75	
	Leased—Preston and Berlin.....	10 75			
8	Grand Valley.....	21 00		13,463 05	
9	Guelph Radial.....	6 00	1,576 65	4,307 35	2,827 74
10	Halifax Tramway Co. ....	12 13	18,868 22	20,963 43	17,763 58
11	Hamilton and Dundas.....	7 25	3,208 56	2,716 50	1,905 14
12	Hamilton, Grimsby and Beamsville.....	23 00	9,877 83	473 26	7,649 62
13	Hamilton Radial.....	24 75	7,701 89	14,407 21	7,367 55
14	Hamilton Street.....	22 00	15,856 91	37,885 72	24,133 49
15	Hull.....	14 50	19,784 20	17,977 69	13,712 67
16	International Transit Co. ....	3 30	2,433 42	6,750 00	4,353 85
17	Kingston, Portsmouth and Cataraqui.....	8 00	2,495 88		3,629 70
18	Levis County.....	10 25	8,019 72	10,471 92	7,373 81
19	London Street.....	26 46	19,668 79	32,914 83	28,501 82
20	Montreal Park and Island.....	22 41	23,056 60	36,222 27	19,849 94
21	Montreal Street.....	67 04	207,303 99	384,952 81	257,243 97
22	Montreal Terminal.....	18 23	30,485 93	20,563 09	14,094 09
23	Nelson Tramway Co. ....	3 00	359 18	2,321 00	2,797 20
24	Niagara Falls, Park and River.....	11 75	15,733 00	9,000 60	7,545 07
25	Niagara, St. Catharines and Toronto.....	26 50	12,620 34	19,591 50	9,505 03
26	Niagara Falls, Wesley Park and Clifton.....	4 50	1,905 14	255 13	2,652 74
27	Oshawa.....	8 02	9,512 18	16,862 99	3,658 19
28	Ottawa.....	22 87	38,091 03	34,178 31	41,580 87
29	Peterborough Radial.....	6 00	2,249 33	1,625 00	4,166 45
30	Port Arthur Street.....	9 00	11,229 16	4,106 66	9,862 23
31	Port Dalhousie, St. Catharines and Thorold.....	8 17	1,751 66	620 36	2,425 30
32	Quebec Railway, Light and Power Co. (Citadel Division).....	17 22	26,992 09	94,375 93	17,289 81
33	Quebec Railway, Light and Power Co. (Mont- morency Division).....	26 00	14,791 18	16,566 29	6,401 87
34	Sandwich, Windsor and Amherstburg.....	34 63	10,294 50	21,034 39	4,189 47
35	Sarnia.....	7 00	1,112 38		3,042 11
36	Sherbrooke Street.....	7 00	3,962 72	922 35	4,688 25
37	Southwestern Traction Co. ....	18 25			
38	St. John, N.B. ....	12 50	8,852 97	19,257 75	86,068 40
39	St. Stephen, N.B. ....	3 00	3,250 94	9,577 20	4,224 95
40	St. Thomas Street.....	7 50	1,038 82	3,159 50	12,963 28
41	Sydney and Glace Bay.....	18 80	6,728 06	19,980 56	10,832 47
42	Toronto Street.....	51 05	101,783 76	317,104 19	278,803 30
43	Toronto Suburban.....	9 81	2,761 44	9,297 77	2,500 30
44	Toronto and York Radial.....	50 44	23,221 66	35,454 07	17,728 51
45	Winnipeg Street.....	34 33	31,640 62	90,436 09	47,727 56
46	Woodstock, Thames Valley and Ingersoll.....	11 50	814 92	6,415 48	
47	Yarmouth Street.....	2 12	131 38	6,447 44	578 33
Totals.....		814 52	765,684 68	1,412,538 91	1,060,783 44

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Expenses for the Year ended June 30, 1907.

General and Operating Charges.	Total.	Cost of Operating per Train Mile.	Number.	Remarks.
\$ cts.	\$ cts.	Cts.		
15,394 91	25,067 40	30	1	
1,016 19	1,411 44			
12,061 53	24,550 13	49	2	
443,906 01	533,523 65	17	3	
30,687 45	61,896 36	19	4	
12,362 48	20,602 27		5	
17,903 78	34,948 59	25	6	
29,881 73	64,639 97	25 10	7	
18,233 47	31,696 52		8	
11,457 29	20,169 03	11 05	9	
56,046 29	113,641 52	14 88	10	
14,694 82	22,425 02	24 76	11	
43,161 05	61,161 76	21 95	12	
37,972 04	67,448 69	17 89	13	
140,683 55	218,566 67	15 44	14	
35,125 84	86,600 30		15	
19,766 92	33,304 19	11 62	16	
21,823 22	27,948 80	13	17	
33,052 93	58,918 38	18 20	18	
92,011 19	173,096 63	12 36	19	
97,589 31	176,718 12	20 96	20	
1,219,624 46	2,069,125 23	14 17	21	
45,642 09	110,685 20	20 83	22	
8,765 73	14,223 11	34	23	
54,645 67	86,924 34	23 21	24	
63,687 31	105,411 18	20 81	25	
12,076 72	16,889 73		26	
17,737 01	47,770 37	92	27	
231,803 47	345,653 68		28	
19,622 42	27,663 20	10	29	
19,568 71	44,766 76		30	
8,244 27	13,041 59	10 52	31	
27,486 00	166,143 83	12 86	32	
42,779 93	90,539 27	31	33	
37,938 26	73,426 62		34	
27,025 17	31,179 66		35	
23,325 93	32,899 25		36	
29,831 31	29,831 31		37	
17,974 92	132,154 04	16 47	38	
15,335 08	32,388 17	14 66	39	
1,152 00	18,303 60		40	
26,898 99	64,440 08	20 90	41	
997,341 49	1,695,082 74		42	
13,300 38	27,849 89	13 22	43	
84,568 61	160,972 85	16 44	44	
256,838 65	426,642 92	14 89	45	
7,159 65	14,390 05		46	
3,418 51	10,575 66	23 40	47	
4,498,424 74	7,737,251 77			

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## No. 8.—SUMMARY of Accidents for

Number.	NAME OF ELECTRIC RAILWAY.	Mileage	Passengers, Employees or Others.	Fall from Cars in motion.		Jumping on or off Cars.		At work on or near track making up Trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Berlin and Waterloo.....	3.12	Others.....						
2	Brantford Street.....	7.00	Passengers.....						
3	British Columbia.....	59.13	{ Passengers.....		8		16		
			{ Employees.....		1		1		
			{ Others.....						
4	Cape Breton.....	12.73	{ Employees.....				1		
			{ Others.....						
5	Egerton Tramway Co., N.S.....	8.10	Others.....						
6	Galt, Preston and Hespeler.....	19.75	{ Employees.....						
			{ Others.....						
7	Grand Valley.....	21.00	{ Employees.....						
			{ Others.....						
8	Halifax Tramway.....	12.13	{ Passengers.....				4		
			{ Employees.....						
9	Hamilton and Dundas.....	7.25	Passengers.....						
10	Hamilton, Grimsby and Beamsville.....	23.00	{ Passengers.....						
			{ Employees.....					1	1
11	Hamilton Radial.....	24.75	Passengers.....	1					
12	Hamilton Street.....	22.00	{ Passengers.....		9		17		
			{ Others.....						
13	Hull.....	14.50	{ Passengers.....				5		
			{ Employees.....						
			{ Others.....						
14	Lévis County.....	10.25	Others.....						
15	London Street.....	33.25	{ Passengers.....		2		60		
			{ Employees.....						
			{ Others.....						
16	Montreal Park and Island.....	22.41	{ Passengers.....				8		
			{ Employees.....				1		
			{ Others.....				7		
17	Montreal Street.....	67.04	{ Passengers.....				281		
			{ Employees.....						
			{ Others.....						
18	Montreal Terminal.....	18.23	Passengers.....						
19	Niagara Falls Park and River.....	11.75	{ Passengers.....		3		3		
			{ Employees.....						
			{ Others.....				1		
20	Niagara, St. Catharines and Toronto.....	26.50	Others.....		2				
21	Oshawa.....	8.02	Employees.....						2
22	Ottawa.....	22.86	{ Passengers.....		2	1	21		
			{ Employees.....						
			{ Others.....						
23	Peterborough Radial.....	6.00	Others.....				1		
24	Port Arthur.....	9.00	Passengers.....				2		
25	Quebec Railway, Light and Power Co. (Citadel Division).....	17.22	Passengers.....		3		29		
			{ Passengers.....				1		
			{ Employees.....		2				
			{ Others.....						
26	Sandwich, Windsor and Amherstburg.....	34.63	Passengers.....	1					
27	Sarnia.....	7.00	Others.....						
28	Sherbrooke Street.....	7.00	Others.....						
29	Sydney and Glace Bay.....	18.80	Others.....						
30	Toronto Railway Co.....	51.05	{ Passengers.....	1	9	8	321		
			{ Employees.....		25				
			{ Others.....						
31	Toronto Suburban.....	9.81	Passengers.....		2				
32	Toronto and York Radial.....	50.44	{ Passengers.....		1				
			{ Employees.....						
33	Winnipeg.....	34.33	{ Passengers.....		1	4	11		
			{ Employees.....						
Totals.....				3	70	13	791	1	3

FATAL ACCIDENTS:—Passengers, 27; Employees, 7; Other Persons, 37. Total, 71.



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the Year ended June 30, 1907.

Putting arms or heads out of Windows.		Coupling Cars.		Collisions or by Cars thrown from Track.		Struck by Cars on Highway Crossings.		Walking, standing, lying or being on Track.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
					1		2							2	1	1
				1	23									1	1	2
					8				1				7	54	3	3
					1		1	2	23				4	15	2	4
													3	27	1	5
													1	2	1	6
			1						1				2	3	4	7
							1						3	2	1	8
					1			1					1	1	1	9
									2					1	1	10
					1									1	1	11
				1	8	1	3							3	11	12
					1		6		2				1	30	6	13
								2	1					6	3	14
					1								2	2	2	15
													2	2	7	16
	12				2				2				2	5	96	17
					12								10	7	19	18
						5	1	10					79	1	94	19
															8	20
							1								1	21
															1	22
				3	13									3	281	23
						18		179						18	179	24
													1	1	1	25
											2		2	10	10	26
							1			1				1	3	27
													1	3	3	28
			1											3	3	29
					4		2						5	3	32	30
													11	11	11	31
					4		4						11	19	3	32
								2						2	2	33
					11										43	34
															1	35
							2		1						2	36
													1	1	1	37
					1									1	1	38
								2						2	2	39
			6	1	58		2						2	9	392	40
					14		2	8	74				87	1	134	41
						2	54						42	10	170	42
					1	2								3	3	43
					2									2	1	44
														1	1	45
													2	9	8	46
													1	1	1	47
12		8	6	167	27	84	18	298		3	3	300	71	1,736		







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A. 1908

SECOND REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED MARCH 31

1907

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

A. C. KILLAM, *Chief Commissioner.*

Hon. M. E. BERNIER, *Deputy Chief Commissioner.*

JAMES MILLS, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*

# REPORT

## OF THE

### BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, ONT., March 31, 1907.

*To His Excellency the Governor in Council:*

Pursuant to the provisions of section 62 of the Railway Act, the Board of Railway Commissioners for Canada has the honour to submit its second report for the year ending March 31, 1907.

Since the submission of the board's first report, the Railway Act, 1903, has been amended in certain important particulars and revised and consolidated under chapter 37 of the Revised Statutes of Canada, 1906, intituled: 'An Act respecting Railways,' section 1 of said Act reciting that this Act may be cited as 'The Railway Act.'

The Revised Statutes of Canada, 1906, came into force on January 31, 1907, and the former public statutes were thereupon repealed, all references made after that date being to the new revision.

The following are among the more important amendments to the Railway Act of 1903:—

#### COMMISSION.

Section 16 of the Railway Act, 1903, was amended by inserting the following clause:

'The Board shall, within three months after the first day of March in each year, make to the Governor in Council through the minister, an annual report respecting (a) applications to and proceedings of the board under this Act and the Railway Act, 1903, during the year next preceding the thirty-first day of March; (b) such other matters as appear to the board to be of public interest in connection with the persons, companies, and railways subject to the said Acts; and (c) such matters as the Governor in Council directs.

2. The said report shall be laid before the House of Commons of Canada during the first fifteen days of the then next session of parliament.'

#### JURISDICTION AND GENERAL POWERS.

Section 23 of the Railway Act, 1903, was repealed and the following substituted therefor:—

'The Board shall have full jurisdiction to inquire into, hear, and determine any application by or on behalf of any party interested,—

'(a) complaining that any company or person has failed to do any act, matter, or thing required to be done by this Act, or the Special Act, or by any regulation, order, or direction made thereunder by the Governor in Council, the minister, the board, or any inspecting engineer, or that any company or person has done or is doing any act, matter, or thing contrary to, or in violation of this Act, or the Special Act, or any such regulation, order, or direction; or,

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'(b) requesting the Board to make any order, or give any direction, sanction, or approval, which by law it is authorized to make or give, or with respect to any matter, act, or thing which by this Act or the Special Act is prohibited, sanctioned, or required to be done.

'2. The Board may order and require any company or person to do forthwith, or within or at any specified time, and in any manner prescribed by the board, so far as is not inconsistent with this Act, any act, matter, or thing which such company or person is or may be required or authorized to do under this Act, or the Special Act, and may forbid the doing or continuing of any act, matter, or thing which is contrary to this Act or the Special Act.

'3. For the purposes of this Act the Board shall have full jurisdiction to hear and determine all matters whether of law or of fact, and shall, as respects the attendance and examination of witnesses, the production and inspection of documents, the enforcement of its orders, the entry on and inspection of property and other matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights, and privileges as are vested in a superior court.

'4. The Board may order that any witness resident or present in Canada be examined under oath before, or make production of books, papers, documents or articles to, any one member of the Board, or before or to any officer of the Board, or before or to any other person named for the purpose by the order of the Board, and may make such orders as seem to it proper for securing the attendance of such witness and his examination, and the production by him of books, papers, documents, or articles, and the use of the evidence so obtained, and otherwise exercise, for the enforcement of such orders or punishment for disobedience thereof, all powers that are exercised by any superior court in Canada for the enforcement of subpoenas to witnesses or punishment of disobedience thereof: Provided, however, that no person shall be compellable, against his will, to attend for such examination or production at any place outside the province in which he is served with the order of the Board for the purpose.

'5. The Board may issue commissions to take evidence in a foreign country, and make all proper orders for the purpose, and for the return and use of the evidence so obtained.

'6. The fact that a receiver, manager, or other official of any railway, or a receiver of the property of a railway company, has been appointed by any court in Canada or any province thereof, or is managing or operating a railway under the authority of any such court, shall not be a bar to the exercise by the Board of any jurisdiction conferred by this Act; but every such receiver, manager, or official shall be bound to manage and operate any such railway in accordance with this Act and with the orders and directions of the Board, whether general or referring particularly to such railway; and every such receiver, manager, or official, and every person acting under him, shall obey all orders of the Board in respect of such railway (within the jurisdiction of the Board to make under this Act) and be subject to have them enforced against him by the board, notwithstanding the fact that such receiver, manager, official, or person is appointed by or acts under the authority of any court.

'7. The decision of the Board as to whether any company, municipality or person is or is not a party interested within the meaning of this section shall be binding and conclusive upon all companies, municipalities and persons and in all courts.'

#### LOCATION OF LINE OF RAILWAY.

Subsection 1 of section 123 of the Railway Act, 1903, was repealed and the following substituted therefor:—

'Such plan, profile and book of reference shall be submitted to the Board who, if satisfied therewith, may sanction the same, and by such sanction shall be deemed to have approved merely the location of the railway and the grades and curves thereof, as shown in such plan, profile and book of reference, but not to have relieved the com-

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pany from otherwise complying with this Act. In granting any such sanction the Board shall be bound by the general location as approved by the minister, provided that the Board may, unless the minister otherwise specifically directs, sanction a deviation of not more than one mile from any one point on the said general location so approved.'

## TAKING AND USING OF LANDS.

Subsection 1 of section 139 of the Railway Act, 1903, was repealed and the following substituted therefor:—

'Should the company require, at any point on the railway, more ample space than it then possesses or may take under the preceding section, for the convenient accommodation of the public, or the traffic on its railway, or for protection against snow-drifts, or for the diversion of a highway, or for the substitution of one highway for another, or for the construction or taking of any works or measures ordered by the Board under any of the provisions of this Act or the Special Act, or to secure the efficient construction, maintenance, or operation of the railway, it may apply to the Board for authority to take the same, for such purposes, without the consent of the owner.'

The said section 139 is further amended by adding at the end thereof the following subsection:—

'The Board may, upon consent in writing having been first obtained from the minister in that behalf, repeal, rescind, change, or vary any certificate of the minister made under section 109 of the Railway Act, chapter 29 of the statutes of 1888.'

Section 159 of the said Act was amended by adding thereto the following subsection:—

'If the opposite party is absent from the district or county in which the lands lie, or is unknown, service of such six days' notice may be made by advertisement as in the next two preceding sections provided: Provided that the judge may dispense with, or shorten the time or times for the publication of the notice in any such case in which he deems it proper.'

## BRANCH LINES.

Subsection 3 of section 175 of the Railway Act, 1903, was repealed and the following substituted therefor:—

'Upon such deposit, the company shall give four weeks' notice of its intention to apply to the Board under this section, in some newspaper published in each country or district through which the branch line is to pass, or if there should be no newspaper published in any such county or district, then for the same period in the *Canada Gazette*: Provided that the Board may dispense with or shorten the time of such notice in any case in which it deems it proper.'

Section 177 was repealed and the following substituted therefor:—

'The railway lines or tracks of any company shall not cross or join, or be crossed or joined, by or with any other railway lines or tracks (other than those of such company), whether otherwise within the legislative authority of the parliament of Canada or not, until leave therefor has been obtained from the Board as hereinafter provided.

'2. Upon any application for such leave, the applicant shall submit to the board a plan and profile of such crossing or junction, and such other plans, drawings, and specifications as the Board may in any case, or by regulation, require.

'The Board may by order grant such application on such terms as to protection and safety as it deems expedient, may change the plan and profile, drawings, and specifications, so submitted, and fix the place and mode of crossing or junction, and may direct that one line or track, or one set of lines or tracks, be carried over or under another line or track or set of lines or tracks, and that such works, structures, equipment, appliances, and materials be constructed, provided, installed, maintained, used,

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or operated, watchmen or other persons employed, and measures taken, as under the circumstances appear to the Board best adapted to remove and prevent all danger of accident, injury or damage, and may determine the amount of damage and compensation, if any, to be paid for any property or land taken or injuriously affected by reason of the construction of such works.

'3. The Board may give directions as to supervision of the construction of the works, and order that detailed plans, drawings, and specifications of any works, structures, equipment, or appliances required, shall, before construction or installation, be submitted to and approved by the Board.

'4. No trains shall be operated on the lines or tracks of the applicant over, upon, or through such crossing or junction until the Board grants an order authorizing such operation, but the Board shall not grant such order until satisfied that its orders and directions have been carried out, and that the provisions of this section have been complied with.

'5. Where the lines or tracks of one railway are intersected or crossed by those of another, or upon any application for leave to make any intersection or crossing, or in any case in which the tracks or lines of two different railways run through or into the same city, town, or village, the Board may, upon the application of one of the companies, or of a municipal corporation or other public body, or of any person or persons interested, order that the lines or tracks of such railways shall be so connected, at or near the point of intersection or crossing or in or near such city, town, or village, as to admit of the safe and convenient transfer or passing of engines, cars, and trains, from the tracks or lines of one railway to those of another, and that such connection shall be maintained and used. In and by the order for such connection or from time to time subsequently, the Board may determine by which company or companies, or other corporations or persons, and in which proportions, the cost of making and maintaining any such connections shall be borne, and upon what terms traffic shall be thereby transferred from the lines of one railway to those of another.'

#### TELEGRAPH, TELEPHONE, AND OTHER LINES AND WIRES.

Section 193 of the Railway Act, 1903, was amended by inserting and also by adding thereto as subsection 2, the following:—

'Notwithstanding anything in any Act contained, the Board, in determining the terms or compensation upon which any such connection or communication is to be provided for, shall not take into consideration any contract, lease, or agreement now or hereafter in force by which the company has given or gives any exclusive or other privilege to any company or person, other than the applicant, with respect to any such station or premises.'

#### OPERATION OF TRAINS.

Subsection 4 of section 214 of the Act was repealed and the following substituted therefor:—

'If in any case such accommodation is not, in the opinion of the Board, furnished by the company, the Board may order the company to furnish the same within such time or during such period as the Board deems expedient, having regard to all proper interests, or may prohibit or limit the use, either generally or upon any specified railway or part thereof, of any engines, locomotives, cars, rolling stock, apparatus, machinery, or devices, or any class or kind thereof, not equipped as required by this Act or by any orders or regulations of the Board made within its jurisdiction under the provisions of this Act.'

Section 253 of the Railway Act is amended by adding thereto the following subsections:—

'3. The reasonable facilities which every railway company is required to afford under this section, shall include reasonable facilities for the junction of private sidings



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or private branch railways with any railway belonging to or worked by any such company, and reasonable facilities for receiving, forwarding, and delivering traffic upon and from those sidings or private branch railways, and the adequate and suitable accommodation referred to in section 214 of this Act shall include the reasonable facilities above mentioned, together with the placing of cars and moving them upon and from such private sidings and private branch railways.

'4. For the purposes of this section, or of section 214 of this Act, the Board may order that specific works be constructed or carried out, or that property be acquired, or that specified tolls be charged, or that cars, motive power, or other equipment be allotted, distributed, used, or moved as specified by the Board, or that any specified steps, systems, or methods be taken or followed by any particular company or companies, or by railway companies generally.'

## TRAFFIC BY WATER.

Section 276 of the Railway Act, 1903, was repealed and the following sections substituted therefor:—

'When the company owns, charters, uses, maintains, or works, or is a party to any arrangement for using, maintaining, or working vessels for carrying traffic, by sea or by inland water, between any places or ports in Canada, the provisions of this Act in respect of tolls, tariffs, and joint tariffs shall, so far as they are applicable, extend to the traffic carried thereby.

'2. Where any such vessel carries traffic between a port in Canada reached by such company and a port in Canada reached by the railway of another company, the vessel and the railway of either company shall be deemed to constitute a continuous route in Canada within the meaning of section 266 of this Act.'

## EXPRESS TOLLS.

By section 27 of the amending Act, all express tolls are subject to the approval of the Board and are to be filed with and dealt with by the Board as herein provided.

## TELEPHONE TOLLS.

By section 29 of the amending Act, all telephone tolls to be charged by any company having legislative authority from the parliament of Canada to construct and operate a telephone system or line are subject to the approval of the Board, and are to be filed with and dealt with by the Board as herein provided.

## PRACTICE AND PROCEDURE.

Several changes and alterations have been made in the rules and regulations of the Board; and the Board issued new rules and regulations under date of December 10, 1906. The amended rules and regulations as sanctioned by the Board will be found in appendix H.

## PUBLIC SITTINGS OF THE BOARD.

Public sittings of the Board were held at the following times and in the following places in the various provinces of the Dominion of Canada:—

*Province of Ontario—*

Chatham, 3rd May, 1906.

Essex, 17th October, 1906.

Hamilton, 8th May, 1906, and 13th December, 1906.

Ottawa, 10th, 11th, 12th April, 1906. 6th, 12th, 14th, 26th, 27th June, 1906.

1st August, 1906. 23rd, 24th October, 1906. 15th, 16th, 27th November, 1906.

20th December, 1906. 8th, 15th, 25th, 31st January, 1907. 1st, 5th, 12th,

19th, 20th February, 1907. 5th, 6th, 19th, 26th, 27th March, 1907.

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*Province of Ontario—Concluded.*

Oshawa, 11th December, 1906.

Owen Sound, 13th November, 1906.

Paris, 1st May, 1906.

Stratford, 8th May, 1906.

Strathroy, 2nd May, 1906.

Toronto, 17th, 18th, 19th and 20th April, 1906. 9th, 29th May, 1906. 22nd November, 1906. 12th December, 1906.

Waterloo, 7th May, 1906.

Windsor, 4th May, 1906.

Woodstock, 21st November, 1906.

*Province of Quebec—*

Côte St. Paul, 21st April, 1906.

Montreal, 30th October, 1906. 22nd January, 1907.

*Province of Manitoba—*

Brandon, 20th September, 1906.

Winnipeg, 21st, 22nd, 27th September, 1906.

*Province of Alberta—*

Calgary, 6th and 17th September, 1906.

Edmonton, 10th September, 1906.

Leduc, 7th September, 1906.

High River, 4th September, 1906.

*Province of Saskatchewan—*

Regina. 18th and 19th September, 1906.

*Province of British Columbia—*

Nelson, 14th September, 1906.

Rossland, 15th September, 1906.

Vancouver, 11th October, 1906.

*Yukon Territory—*

Dawson, 20th, 21st, 22nd August, 1906.

Total number of public sittings at various places in the Dominion of Canada, as above set forth, was 63, at which sittings 214 applications were heard. The various applications are set forth in appendix 'C.'

Among the more important matters dealt with by the Board at the public sittings above enumerated, special attention might properly be directed to the following:—

## CANADIAN FREIGHT CLASSIFICATION NO. 12.

Application was made to the Board by the Canadian Manufacturers' Association, in regard to the Canadian Freight Classification No. 12, asking for the restoration of former Rule No. 2 governing mixed carloads of freight, as in effect prior to the issue of the said Canadian Freight Classification on shipments between points west of and including Port Arthur, and shipments from points east of Port Arthur to points west thereof, and as in effect between points east of Port Arthur; also in regard to Rule No. 6 regarding minimum charge for articles necessitating platform cars for carriage as being excessive and discriminatory as between United States and Canadian shippers and asking that a reduction be made from minimum 6,000 to 4,000 lbs.; also for reduction in the additional charge demanded by the carriers under Rule No. 7 of said classification, in the case of goods classified to be carried at owner's risk but charged at carriers' risk; also for reduction of minimum charge for single

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consignment commonly known as the 'small rate,' as defined in Rule 30, from 35 cents to 25 cents.

At the hearing of the application of the Canadian Manufacturers' Association, other complaints against the classification were taken up and considered by the Board; and the Board held sittings at the following places in connection with the application above referred to, namely: Montreal, Ottawa, Winnipeg, Regina, Vancouver, Nelson, Sarnia, Chatham, Windsor and Toronto; the Canadian Manufacturers being represented by Mr. Marlow and the railway companies by the Advisory Committee of the Canadian Freight Association. As a result of the various sittings and hearings, a new classification consolidating the old ones and its supplements is now being prepared by a classification committee composed of representatives of the various railway companies interested, the chief traffic officer of the Board, and the representative of the Canadian Manufacturers' Association; and it is hoped that the new classification will, to a large extent, do away with the existing ground for complaint.

*Re INTERNATIONAL RATE CASE.*

The Board received a number of complaints from parties in western Ontario charging that the railway companies carried traffic from points in the United States west of the Rivers St. Clair and Detroit to points in Canada at lower rates than from points on the railways in western Canada. Sittings were held by the board at Chatham and other places; and the matter is now under the consideration of a special committee composed as follows: W. R. MacInnes, Freight Traffic Manager, Canadian Pacific; Jno. W. Loud, Freight Traffic Manager, Grand Trunk Railway; T. Marshall, Secretary, Canadian Freight Association; J. R. Marlow, Manager, Transportation Department, Canadian Manufacturers' Association; Jas. Hardwell, Chief Traffic Officer, Board of Railway Commissioners, and will be definitely dealt with by the Board at an early date. The complainants were represented at the sittings of the Board held at Chatham, Ontario, May 3, 1906; Windsor, Ontario, May 4, 1906; Toronto, Ontario, May 29, 1906; Ottawa, Ontario, June 6, 1906, by the Canadian Manufacturers' Association; and, as a result, the following letter was sent to the chairman of the Advisory Committee of the Canadian Freight Association, Montreal:

OTTAWA, July 4, 1907.

*Re Freight Rates discrimination in favour of Michigan as against Western Ontario.*

SIR,—I am directed by the Board to inform you that it has had under consideration the several complaints from points in western Ontario against the charging by railway companies of heavier freight rates on shipments to points in Canada eastward therefrom than are charged by the same companies for shipments to the same points from points in the United States west of the Detroit river, and the Board is of opinion that some attempt should be made to avoid this anomaly.

I am further directed to point out that the provisions of that part of subsection 3 of section 252 of the Railway Act, 1903, known as the 'long and short haul clause,' have been adopted in the legislation of the United States as well as in that of Canada; and to say that these provisions appear to the Board to be consonant with natural justice, and such as should be applied, as far as reasonably possible without disregarding proper interests, to the cases in question. It appears to the Board that the clause in question is applicable to joint tariffs relating to traffic from points in the United States west of the River Detroit to points in Canada eastward therefrom, which, in themselves, or by comparison with tariffs for traffic carried easterly from points in western Ontario, where the shorter distance is included in the longer one, violate this rule.

I am also directed to point out that, in the clause referred to, competition alone is mentioned as justifying any modification of the general rule.

The Board recognizes that the conditions of this traffic are affected by the existence of companies in the United States independent of those operating in Canada, and

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by the operation of the corresponding clause of the statute law in the United States, and that the harmonizing of interests in making the changes necessary to apply the rule to traffic originating in the United States, destined for points in Canada, is a work of difficulty, and it thinks that the Canadian railway companies should be given an opportunity to lay a scheme before the Board for its consideration after negotiating with companies operating in the United States; and for that purpose the Board will defer further consideration of these complaints for a period of ninety days.

I have the honour to be, sir,

Your obedient servant,

J. W. LOUD, Esq.,  
Chairman Advisory Committee,  
Canadian Freight Association,  
Montreal, Que.

A. D. CARTWRIGHT.

The railway companies submitted new tariffs; these tariffs were discussed at a joint meeting at which the representatives of the railway companies, the chief traffic officer of the Board, and the representative of the Canadian Manufacturers' Association were present; and new tariffs are now being prepared.

In connection with this case, there should be mentioned the complaint filed by the Toronto Board of Trade, that the rates from Toronto eastward were higher than from Montreal westward, thus constituting an unjust discrimination; also that the rate from local surrounding points in Ontario were lower than from Toronto. The Board found the subject of this latter complaint to be so interwoven with the complaints before referred to from western Ontario that it deemed desirable that the Toronto Board of Trade complaint should be taken up in conjunction with the international rate case, to be dealt with at the same time.

#### *Re* PETITION OF THE RAILWAY MEN OF ONTARIO.

The board held a special session in Ottawa, commencing on Tuesday, February 5, 1907, to consider the matters set forth in the following notice of sittings:—

' OTTAWA, ONT., January 2, 1907.

#### *' Notice of Sittings.*

' The Board of Railway Commissioners for Canada will hold a session at 66 Queen street, in the city of Ottawa, on Tuesday, the 5th day of February, 1907, at the hour of 11 o'clock in the forenoon, to discuss and settle upon a system of operating rules for the various railways subject to the jurisdiction of the Board. The Board will also consider at such meeting the petition of the railway trainmen of Ontario, dated the 28th day of April, 1906, and the representations of employees in relation thereto, as made before the board on the 15th day of June, 1906; and the Board desires to have the contents of such petition and the representations referred to fully discussed at the said meeting on February 5, 1907, and all possible information in respect thereto then given.

' The Board would like also to have consideration then given to the subjects enumerated below, and to receive information in relation thereto:—

- ' 1. Railway accidents and precautions for preventing the same.
- ' 2. Provisions for cleanliness, ventilation and health at passenger stations.
- ' 3. Supply of equipment and adoption of methods to ensure more prompt and efficient service on railways.
- ' 4. Car supply for traffic originating on short local lines for carriage for long distances over other lines.
- ' 5. Mechanical appliances and fireguards for preventing the setting or spreading of fires from locomotive engines, especially on the prairies.

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'6. Equipment of cars carrying lumber and similar commodities, and rules regulating the same.

'7. Width of gates and planking at farm crossings.

'8. Forms of orders for railway crossings.

'9. Supply of ice at convenient points for the icing of refrigerator cars for shipment, and provision for reicing the same in transit for export and to the western provinces.

'10. Compliance with section 216 requiring the wearing of badges by railway officials.

'11. More careful compliance with section 231 of the Railway Act, respecting notices of delayed trains.

'12. Compliance with section 215 of the Railway Act, requiring trains to be run according to schedule time.

'13. Such other subjects connected with the management and operation of railways as it may then appear to those skilled therein desirable to discuss before the Board.

'By order of the Board,

'A. D. CARTWRIGHT,  
'Secretary.'

The petition of the railway men of Ontario, dated April 28, 1906, above referred to, was as follows:—

'April 28, 1906.

'To the Honourable H. EMMERSON,  
'Minister of Railways and Canals.

'To the Honourable, the Board of Railway Commissioners of Canada:

'GENTLEMEN,—The representatives of the railway trainmen of Ontario, comprising the majority of trainmen of Canada, have under discussion a number of matters, directly affecting them, and beg to present for your consideration the following matters, which have been unanimously approved by them, and which they desire to see enacted as part of the laws of Canada:—

'1. A law prohibiting the placing of crippled cars on trains, unless accompanied by a competent man in charge of them.

'2. A law compelling all railway companies to equip all freight cars with operating levers on both sides of draw-bars, instead of only one side, as at present, as a great many men are killed and injured going between cars to uncouple them.

'3. A law compelling all railways to have all overhead wires crossing all railway tracks, placed under ground.

'4. A law compelling all railways to equip all engine tenders with safety handholds, and steps, one on each side of engine at rear end of tender, and all yard engines with footboards and safety handholds and headlights on front and rear of engine.

'5. A law compelling all railways to cover all open drains in yards and to make all obstructions between tracks level with the surface.

'6. A law compelling all railways to place all obstructions and structures not less than 6 feet clear of rail.

'7. A law compelling all railways to have not less than five men on a train or yard engine, consisting of engineer, fireman, conductor and two brakemen, and, where semaphores and yard limit board are not absolute protection against all trains except first-class passenger trains, that a flagman be added to this number. This not to apply to engines running light, which must not have less than three men, consisting of engineer, fireman and conductor.

'8. A law compelling all railways to pack properly all switches, frogs and wing rails, and the present exemptions abolished.

'9. A law compelling all railways to haul not more than 50 cars on any train, and prohibit the running of double-heads in freight service, as we know that it is

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unsafe to handle more than 50 cars, that being as far as the ordinary employee can distinguish a single; any more cars make it a very great source of danger, not only to employees, but to the travelling public; and the great danger incurred by running double-headers is too self-evident to require discussion.

'We would strongly recommend the following changes:—

'That passenger trainmen have at least one year in freight or yard service before being employed as passenger brakemen.

'That the law regarding the loading of lumber, stone, steel rails, &c., be more strictly enforced.

'That at least two inspectors be employed by you for the purpose of making a thorough investigation of all railroad accidents, which result in injuries or death, with power to examine witness under oath if necessary.

'That competent inspectors be appointed for the purpose of seeing that the law regarding safety appliances is properly enforced, and that no extension of time be given any railway company for the proper equipment of their rolling stock, so far as safety appliances are concerned.

'We would beg to draw your attention to the fact that the conditions of the railway service having materially changed, during the past few years, there is not the same necessity for brakemen riding on deck one mile from all stations as previously existed. We would, therefore, recommend that this order from the Governor in Council be rescinded.

'We would also recommend that the duty on bituminous coal entering Ontario be abolished, as we consider it an injustice to all railroads concerned.

'The question of making some arrangements for the formation of a pension and superannuation fund was thoroughly discussed and the following resolutions adopted:

'That inasmuch as we are a semi-public body undergoing great risk to life and limb, in all conditions of weather, and at all hours of day and night, in order that the transportation service of the country may be handled with safety and despatch,

'Resolved, that we petition the Dominion government to adopt a system of superannuation and pension for old, injured or disabled employees, under direction and control of government, and maintained collectively by the government and all railway companies in Canada.

'We would respectfully request that you arrange a meeting between yourself, the Board of Railway Commissioners and the undersigned at as early a date as possible, when the several matters outlined could be taken up and some understanding arrived at regarding them.

'We beg to remain, yours respectfully,

'(Sgd.) T. G. COURTENAY, Chairman, Box 838, St. Thomas, Ont.

'M. J. MCCAUL, Vice-Chairman, Smith's Falls, Ont.

'ALF. E. SAVAGE, Secretary, Niagara Falls, Ont.'

At the meeting held, pursuant to the notice herein referred to, the following representatives were present:—

*For the Trainmen—*

Mr. Harvey Hall, legislative representative of the Railway Brotherhood.

Mr. T. G. Courtenay, Chairman Ontario Legislative Board.

Mr. James Murdock, 3rd Vice-President of the Brotherhood of Railway Trainmen of America.

Mr. S. N. Berry, 3rd Vice-President of the Order of Railway Conductors of America.

Mr. David Campbell, Vice-President Order of Railway Telegraphers.

Mr. Ash Kennedy, General Chairman of Engineers, C.P.R.

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*For the Grand Trunk Railway—*

Mr. M. K. Cowan, K.C.  
Mr. F. H. McGuigan, 3rd Vice-President.  
Mr. W. G. Brownlee, General Transportation Manager.  
Mr. W. McWood, Supt. Car Department.

*For the Canadian Pacific Railway Company—*

Mr. E. W. Beatty, Assistant Solicitor.  
Mr. J. W. Leonard, Assistant General Manager.  
Mr. N. Cauchon.

*For the Michigan Central Railroad—*

Mr. Saunders, Counsel.  
Mr. R. H. L'Hommedieu, General Manager.  
Mr. W. S. Kinnear, Assistant General Manager.  
Mr. D. H. Webb, Chief Engineer.  
Mr. H. C. Nutt, General Superintendent.  
Mr. G. W. Babbitt.  
Mr. H. H. Adams, Division Superintendent.

*For the Père Marquette Railroad—*

Mr. William Cotter, General Manager.

*For the Central Ontario Railway—*

Mr. George Collins, Manager.

*For the New York and Ottawa Railway—*

Mr. W. H. Gays, General Manager.

*For the Car Service Bureau—*

Mr. J. E. Duval.

The discussion in connection with the above matters, and the evidence taken covered a period of three days; and it was suggested that a committee of five, representing the railways in Canada subject to the jurisdiction of the Board, be appointed to draft a set of operating rules. The first meeting of the committee to be convened early in April, 1907, and a draft copy of the proposed rules to be submitted to the Board not later than June 1, 1907. This suggestion was acceded to by all parties present; and subsequently a committee was appointed composed of one representative from each of the following companies, namely:

The Grand Trunk Railway Company of Canada.  
The Canadian Pacific Railway Company.  
The Michigan Central Railroad.  
The Canadian Northern Railway Company.  
The Great Northern Railway Company (lines in Canada).

Mr. W. W. Ashald, of the Grand Trunk Railway Company, was appointed chairman, and Mr. G. W. Babbitt, of the Michigan Central Railroad, secretary.

The operating rules, when drafted, will be submitted to the representatives of the Trainmen's Union and other parties interested, for consideration and for suggestions in regard thereto, before being finally dealt with by the Board.

The Board hopes that the bringing together of the employees (through their representatives) and the various railway companies will be productive of good results in establishing a better understanding between the parties interested, and in assisting the Board in dealing in satisfactory manner with the many complex questions involved in fixing a standard code of operating rules.

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*Re TELEPHONE AND EXPRESS COMPANIES.*

At the suggestion of the Board, the Governor in Council appointed a senior counsel, a junior counsel, and an accountant, to make a full inquiry into the affairs of telephone and express companies, in order to lay before the Board in a concise form all possible information which could assist the Board in deciding what tolls should be approved for these companies, and to save the Board from having to make inquiries into matters of detail. The officers connected with the commission are now actively engaged in prosecuting inquiries, and it is expected that their labours will be completed at an early date, when the tariffs of the telephone and express companies will be taken up and dealt with by the Board.

## JUDGMENTS OF THE BOARD.

The summary of judgments delivered by the Board covering the year ending March 31, 1907, prepared by the law clerk, Mr. A. G. Blair, will be found in appendix 'D.'

*Re TELEPHONE CROSSINGS.*

The Board made a general order approving standard conditions and specifications for telephone wire crossings of railways, under date of March 27, 1907. A copy of the conditions and specifications approved by the Board will be found in appendix 'I.'

*Re PASSENGER RATES.*

Application having been made to the Board by the Associated Boards of Trade of Western Canada for a reduction in the passenger rates of railway companies operating in the provinces of Alberta and Saskatchewan, and the Board having been in receipt of complaints from the Kingston Board of Trade and other corporations in the province of Ontario alleging that the passenger rates charged by the Grand Trunk Railway Company were excessive, the Board, after hearing the Grand Trunk and Canadian Pacific Railway Companies, made an order directing that the Canadian Pacific and Grand Trunk Railway Companies reduce their first-class passenger rates on all lines in Canada east of and including the Calgary and Edmonton Railway Company, so that the same should not exceed 3 cents per mile, and that the said reduction should take effect within sixty days from the date of the order (March 18, 1907), within which time the passenger tariffs of the said companies were to be altered accordingly, and the following circular was sent to the other railways subject to the jurisdiction of the board:—

' March 31, 1907.

*' Re Passenger Rates.*

' DEAR SIR,—I am directed by the board to inform you that on March 18 an order was issued by it directing the Grand Trunk and Canadian Pacific Railway Companies to reduce their passenger rates over their lines in Canada east of and including the Calgary and Edmonton Railway to the basis of three cents per mile; I am also requested to ask whether your company is willing that its standard passenger tariffs should be similarly reduced, and, if not, on what grounds you object to this being done, such reduction to take effect within sixty days from March 18, in order that the passenger tariffs of the companies may be altered and made effective accordingly.

' The Board desires that you furnish a reply to this communication within ten days after its receipt.

' Yours truly,

' A. D. CARTWRIGHT,

' Secy., B. R. C.'



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As soon as replies are received from the various companies the Board purposes to take up and deal with the matter of a general reduction by railway companies other than the Grand Trunk and Canadian Pacific, which have already been dealt with under said order of March 18, 1907.

## ROUTINE WORK OF THE BOARD.

*Record Branch.*

Since the publication of the last report, three clerks have been added to the staff of the Record Branch of the Board; but, owing to the steady increase in the number of applications, &c., filed, further additions to the staff will be necessary in the near future. This department, as was previously stated, is under the immediate supervision of the secretary of the Board, who is assisted in his work by Mr. A. E. Ecclestone, secretary to the secretary. Arrangements have been made to have the record room removed from the second floor of the building now occupied by the Board, to the first floor, which will give much needed additional space for keeping the records and for the accommodation of the record staff. At the present rate of increase in the work of the Board, it will be a matter only of comparatively short time before additional space will be required in order that the work of the Board may be effectively carried on, particularly in view of the fact that express company and telephone company tariffs have been placed under the jurisdiction of the board. By reference to the sub-joined table, it will be seen that the number of applications, filings, and orders, shows a very marked increase over that for last year. A list of informal complaints will be found in appendix 'E,' covering the year ending March 31, 1907; and attention might again be drawn to the fact that most of these complaints are taken up and dealt with by the Board and settled without the necessity of a public hearing.

With regard to the cases heard by the Board at public sittings during the year covered by this report, it is worthy of mention that over 20,595 folios of testimony were taken before the Board at these hearings. The following is a table of formal applications and informal complaints received under the Act, documents filed, and orders issued by the Board, compared with those of the year ending March 31, 1906:—

	April 1, 1905 to March 31, 1906.	April 1, 1906 to March 31, 1907.	Increase.
Applications.. . . .	1,487	2,936	1,449
Filings.. . . .	17,653	26,933	9,280
Orders.. . . .	617	1,741	1,124

## TRAFFIC DEPARTMENT.

Since the issuance of the last report, there has been an addition of one clerk to this department; but owing to the fact that the express companies and certain telephone companies are now under the jurisdiction of the Board, it will doubtless be necessary in the near future to make a material increase in the clerical staff of this department. In connection with this department the Board has recommended the appointment of an operating assistant to the chief traffic officer, whose chief duty will be to assist the chief traffic officer in obtaining necessary information in regard to railway equipment, as well as in looking into and reporting on the condition of the rolling stock, &c., of the various railways subject to the jurisdiction of the Board. A statement of the freight and passenger schedules filed with the Board between April 1, 1906, and March 31, 1907, will be found with the report of the chief traffic officer of the Board in appendix 'B.'

## ENGINEERING DEPARTMENT.

The Board found it necessary to have an additional engineer in this department, and, accordingly, on June 25, 1906, Mr. H. A. K. Drury was appointed second assist-

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ant engineer. Mr. Drury has made his headquarters at Winnipeg, the Board having found it impracticable to carry on the work in the western provinces connected with the engineering department expeditiously, without having an official stationed at Winnipeg, or some other central point in the west, who could make inspections, &c., when required by the Board. In addition to his work as assistant engineer, Mr. Drury has been required from time to time to make reports respecting accidents on railways in the west, and to investigate complaints regarding car shortage in the western provinces. This, however, is only a temporary expedient, as, without doubt, the Board will find it necessary to have stationed at Winnipeg or some other convenient point, an inspector to deal with matters of this kind, as well as matters relating to railway equipment. The engineering department has also had added to its staff an electrical expert, Mr. Jno. Murphy, whose appointment dates from May 15, 1906. Mr. Murphy does not give the whole of his services to the Board, his salary being paid one-half by the Board and one-half by the Department of Railways and Canals. The necessity for such an expert exists in connection with the numerous applications made to the Board, under section 246 of the Railway Act, in the matter of telephone crossings and crossings of high transmission power wires over railways. A list of examinations and inspections made by the engineering department of the Board for the year ending March 31, 1907, will be found in appendix 'B.'

## ACCIDENT BRANCH.

As pointed out in the first report of the Board, it was found impossible for one man to investigate all railway accidents throughout Canada; so the Board has had added to its staff Mr. Jas. Ogilvie as inspector of railway equipment and safety appliances, his appointment dating from March 4, 1907. This appointment was rendered imperative by the numerous complaints that the Board received regarding railway equipment generally. The Board has at the present time under contemplation further appointments to the accident branch, as well as in connection with railway equipment and safety appliances. A list of reports of accidents and investigations covering the year ending March 31, 1907, will be found in appendix 'G.'

All of which is respectfully submitted.

A. C. KILLAM,  
*Chief Commissioner.*

M. E. BERNIER,  
*Deputy Chief Commissioner.*

JAMES MILLS,  
*Commissioner.*

**APPENDIX A.**

**NAMES AND COMPENSATION OF ALL EMPLOYEES,**

**TOGETHER WITH**

**A STATEMENT OF APPROPRIATIONS  
AND EXPENDITURES**



**APPENDIX A.**

CLERICAL STAFF of the Board of Railway Commissioners for Canada, for the year ending March 31, 1907.

No.	Name.	Office.	Date of Order in Council.	Per Annum.
				\$
1	G. A. Mountain.....	Chief Engineer.....	June 30, 1904..	4,800
2	J. Hardwell.....	Traffic Expert.....	" 22, 1904..	3,600
3	A. G. Blair.....	Law Clerk.....	July 20, 1904..	2,500
4	T. L. Simmons.....	1st Asst. Engineer.....	Oct. 3, 1904..	2,500
5	H. A. K. Drury.....	2nd Asst. Engineer.....	June 25, 1906..	2,500
6	E. C. Lalonde.....	Inspector of Accidents.....	July 20, 1904..	2,200
7	Jas. Ogilvie.....	Inspector of Railway Equipments.....	Mar. 4, 1907..	2,200
8	E. A. Primeau.....	Registrar and Accountant.....	May 7, 1904..	2,100
9	J. H. Tessier.....	3rd Asst. Engineer.....	July 20, 1904..	2,000
10	G. A. Brown.....	Chief Clerk, Traffic Department.....	June 22, 1904..	2,000
11	R. Richardson.....	Private Secretary to Chief Commissioner.....	May 1, 1905..	1,500
12	J. Murphy.....	Electrical Expert.....	" 15, 1906..	1,500
13	J. W. Thomson.....	Chief Clerk, Record Room.....	Sept. 1, 1904..	1,100
14	C. E. McManus.....	Clerk, Traffic Department.....	" 1, 1904..	1,000
15	C. C. Routhier.....	" " ".....	Aug. 14, 1906..	1,000
16	A. E. Ecclestone.....	Private Secretary to Secretary.....	" 14, 1906..	1,000
17	B. Chevrier.....	Clerk and Stenographer.....	July 20, 1904..	900
18	C. N. Ham.....	Clerk, Traffic Department.....	Oct. 3, 1904..	900
19	H. W. Messinger.....	" " ".....	July 8, 1904..	900
20	C. S. Huband.....	Clerk, Record Room.....	May 1, 1905..	850
21	T. Chandler.....	Chief Messenger and Court Usher.....	" 7, 1904..	800
22	G. T. Riddell.....	Clerk, Traffic Department.....	" 1, 1905..	800
23	L. J. Lewis.....	Clerk and Stenographer.....	" 7, 1904..	700
24	J. R. Foulds.....	Clerk, Record Room.....	Aug. 14, 1906..	700
25	W. A. Jamieson.....	" " ".....	" 14, 1906..	700
26	L. M. Cameron.....	Clerk and Stenographer.....	July 20, 1904..	650
27	J. Arbick.....	Clerk, Record Room.....	Dec. 23, 1904..	620
28	R. Larose.....	Clerk and Stenographer.....	May 1, 1905..	600
29	D. Langelier.....	Messenger.....	July 20, 1904..	600
30	F. R. Deurers.....	Clerk, Record Room.....	Aug. 14, 1905..	540
31	J. Dionne.....	Messenger.....	Mar. 27, 1907..	500
32	G. Taylor.....	Cook, car Acadia.....		720
				44,980

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**STATEMENT of Appropriation and Aggregate Expenditures of the Board of Railway Commissioners for the Fiscal Exercise commencing July 1, 1906, and ending March 31, 1907.**

*1st Appropriation.*

Amount allowed by statute for salaries of members of commission during fiscal exercise (nine months) . . . . .	\$21,750 00
Amount voted by parliament for maintenance and operation of board; same period . . .	52,500 00
	<hr/> \$74,250 00

*2nd Expenditure.*

Amount paid as salaries to commissioners and secretary . . . . .	\$21,750 00
Amount for maintenance and operation of the board . . . . .	46,914 29
	<hr/> 68,664 29
Unexpended balance, March 31, 1907 . . . . .	\$ 5,585 71

**APPENDIX B.**  
**REPORT**  
**OF THE**  
**CHIEF TRAFFIC OFFICER OF THE BOARD**





**APPENDIX B.****REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD.**

SIR,—I beg to submit herewith the report of the Traffic Department of the Board from February 1, 1904, to March 31, 1906, and from April 1, 1906, to March 31, 1907.

Subjoined is a statement of the freight and passenger schedules filed with the Board between November 1, 1904, when, by order of the Board, the railway companies commenced filing their tariffs, and March 31, 1906, and from April 1, 1906, to March 31, 1907, inclusive:—

*Grand Total of all Schedules received from November 1, 1904, to and including March 31, 1907.*

*Freight—*

Local tariffs.. . . .	1,760		
Supplements.. . . .	2,122	3,882	
Joint tariffs.. . . .	2,867		
Supplements.. . . .	5,838	8,705	
International tariffs.. . . .	12,896		
Supplements.. . . .	26,097	38,493	
			51,080

*Passenger—*

Local tariffs.. . . .	1,151		
Supplements.. . . .	531	1,682	
Joint tariffs.. . . .	543		
Supplements.. . . .	253	796	
International tariffs.. . . .	2,658		
Supplements.. . . .	1,306	3,959	
			6,437

Combined totals, freight and passenger.. . . . 57,517

*Tariffs and Supplements Received from April 1, 1906, to and including March 31, 1907.*

*Freight—*

Local tariffs.. . . .	551		
Supplements.. . . .	968	1,519	
Joint tariffs.. . . .	809		
Supplements.. . . .	2,308	3,117	
International tariffs.. . . .	3,806		
Supplements.. . . .	11,420	15,226	
			19,862

*Passenger—*

Local tariffs.. . . .	462		
Supplements.. . . .	193	655	
Joint tariffs.. . . .	210		
Supplements.. . . .	70	280	
International tariffs.. . . .	1,191		
Supplements.. . . .	494	1,685	
			2,620

Combined totals, freight and passenger.. . . . 22,482

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The following orders relating to traffic on railways subject to The Railway Act have been issued by the Board from February 1, 1904, to March 31, 1906, viz. :—

March 9, 1904.—Order permitting railway companies to continue their reduced fares to clergymen; also to students of universities, colleges, and schools, to and from their homes.

June 28, 1904.—Reduction ordered in the rates on oiled clothing, in carloads, from Toronto to Halifax, Winnipeg, and Calgary.

July 16, 1904.—Canadian Freight Classification No. 12, with supplement No. 1, and ruling circular No. 1, approved.

July 30, 1904.—Railway companies ordered to cease charging prohibitive rates on cedar lumber, ties, &c., and to substitute tolls which shall not discriminate between cedar and other woods; also to amend the Canadian Freight Classification by including rails, fence posts, telegraph poles, and ties with other forest products, instead of carrying these commodities as formerly by 'special contract' only.

July 30, 1904.—Order reducing rates on cooperage stock in carloads.

July 30, 1904.—Railway companies directed to reduce their rates on glass bottles, in carloads, from Wallaceburg, Ont., to Toronto, Hamilton, Berlin, London, and Montreal.

October 3, 1904.—Order regarding special rates on material and machinery for new industries. Companies directed to report applications to the Board, which will deal with each on its merits.

October 3, 1904.—Application of Grand Trunk Railway Company for permission to charge a less rate on coal to Cobourg, Ont., for manufacturing purposes than charged to ordinary consumers and dealers declined.

October , 1904.—Reduction ordered in the rates on coal from the Niagara and Detroit frontiers to Almonte, Ont.

October 10, 1904.—Application of the United Factories for a special rate on logs, Penetanguishene to Newmarket, Ont., declined.

October 10, 1904.—Order revising and reducing the classification of fruit, and prescribing a maximum charge for icing fruit cars in transit.

October 10, 1904.—Order reducing rates on split peas, for export, to the same basis as flour, for export.

October 31, 1904.—Railway companies directed to desist from charging higher rates on cedar lumber from the mills in British Columbia than charged on pine, fir, and spruce.

December 29, 1904.—Disallowance of certain advanced freight tariffs on grain products from Ontario to the Maritime Provinces, which had been issued without legal notice. Companies directed to make restitution to the shippers.

February 9, 1905.—Conditions prescribed under which railway companies may make and report to the Board special rates in certain cases, under section 275 of the Railway Act, 1903.

February 9, 1905.—Order prescribing under what circumstances the Board will receive telegraphic notices of proposed changes in freight rates under emergency conditions.

February 9, 1905.—Canadian Northern Railway Company authorized to carry material and machinery for new industrial works at Fort Frances, Ont., at reduced rates.

March 6, 1905.—Lower rates ordered on cattle from Ontario points to Montreal, St. John, West St. John, and Portland, for export, so as to bring them more into harmony with those paid by United States shippers.

April 15, 1905.—Railway companies ordered to discontinue charging higher rates on grain between local points in Ontario and Quebec than charged on flour and other grain products between the same points.

June 2, 1905.—Preferential coal rates from Port Stanley and Rondeau, Ont., ordered discontinued.

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July 5, 1905.—Restoration ordered of rates formerly charged on metallic shingles, the increase of which had checked shipments.

July 13, 1905.—Cartage and other allowances by railway companies to shippers to offset disadvantages of location ordered discontinued, unless published in the companies' tariffs.

July 25, 1905.—Grand Trunk Railway Company ordered to provide reasonable and proper facilities for the interchange of traffic at London, Ont., and its tolls prescribed for switching traffic to and from the Canadian Pacific Railway.

July 25, 1905.—Reduction ordered in rates from Ontario on all freight traffic to Montreal, Quebec, and the Atlantic sea-board for export.

September 5, 1905.—Railway companies required to place their rates on coal from frontier ports of entry, and lake ports, to interior points in Ontario on an equal mileage basis.

1905.—Equalization of freight rates ordered to points between North Bay and Sault Ste. Marie, Ont., as between Toronto and Collingwood shippers.

September 19, 1905.—Order reducing rate charged at New Westminster, B.C., for switching grain to the distillery at Sapperton, and prescribing switching tolls within the New Westminster terminals.

October 14, 1905.—Reduced rates prescribed on stone from Manitoba quarries to Winnipeg.

October 17, 1905.—Canadian Pacific and Canadian Northern Railway Companies ordered to interchange carload freight without transshipment at Winnipeg and St. Boniface, Man., for shipment from, or delivery at, those points.

October 31, 1905.—Reduced rates ordered on beans, in carloads, from shipping points in Ontario.

November 15, 1905.—Provision made for the fair distribution of empty cars at Lake Huron and Georgian Bay ports, for the movement of northwest grain during car shortage.

November 28, 1905.—Interchange facilities ordered at Lindsay, Ont., between the Grand Trunk and Canadian Pacific Railways, and tolls prescribed for switching local traffic.

January 6, 1906.—New car service or 'demurrage' rules, more favourable to the public than the old, promulgated by the Board for use on all railways subject to its jurisdiction.

February 14, 1906.—Order reducing the rate charged by the Red Mountain Railway Company for switching ore at Rossland, B.C., for the Trail smelter.

February 14, 1906.—Reduction ordered in the rate on grain, in carloads, from the Canadian Pacific Company's elevator at Owen Sound to unloading sidings within the company's terminals at the same place.

February 19, 1906.—Canadian Northern Railway Company directed to replace the siding to Messrs. Robinson & Son's coal and wood yard at Winnipeg, which had been removed.

March 24, 1906.—Reduced minimum carload weights prescribed for freight loaded in box cars longer than the standard length of 36 feet 6 inches.

March 24, 1906.—Additions ordered to the articles which may be shipped in mixed carloads at carload rates.

March 24, 1906.—Reductions in minimum chargeable weight for light and bulky articles requiring platform cars for carriage.

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The following are the principal orders and regulations relating to freight and passenger traffic on railways subject to the Railway Act, issued by the Board from April 1, 1906, to March 31, 1907, namely:—

December 14, 1905 (issued after preparation of last report).—Reduced rates prescribed on extra-compressed hay and fodder, in carloads, from Grand Trunk and

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Canadian Pacific Railway stations in Quebec to Atlantic ports north of and including Boston, for export.

December 14, 1905 (issued after preparation of last report).—Ordered that rates on grain and grain products, in carloads, from points west of Montreal to and including Cornwall and Finch, Ont., and south of the St. Lawrence in the counties of St. Johns, Laprairie, and Napierville, Chateauguay, and Huntingdon, to points east of Lévis, Que., shall not exceed the rates from Montreal to the same points by more than 2 cents per 100 lbs., nor by more than the differences existing at date of order.

May 21, 1906.—Promulgation of additional regulations relating to the publication and filing of freight and passenger tariffs.

June 6, 1906.—The minimum carload weight of charcoal authorized by the Canadian Freight Classification not to be exceeded in commodity tariffs. Revision of commodity rates from Sault Ste. Marie ordered accordingly.

June 21, 1906.—Standard Freight Tariff of the Tillsonburg, Lake Erie and Pacific Railway Company approved.

June 29, 1906.—Reduced rates ordered on packing house products, in carloads, from packing points in Ontario to Montreal, for export.

July 18, 1906.—Tolls prescribed to be charged by the Canadian Pacific Railway Company for switching traffic interchanged with the Grand Trunk Railway Company for loading or unloading at London, Ont.

July 19, 1906.—Authority granted the Dominion Atlantic Railway Company to charge the express rate on fresh fish on special freight trains making express time, Halifax to Yarmouth, N.S., for export to Boston; when so consigned, and in quantities beyond the handling capacity of the express company.

July 31, 1906.—Renewal of the Montreal to Toronto west-bound rate ordered on wall paper from Toronto to Montreal and Ottawa, and as the maximum to intermediate points, with corresponding reductions to points east of Montreal.

August 1, 1906.—Order, supplementing order of July 30, 1904, requiring the carriage of railway ties to Canadian points at rates not exceeding the non-competitive special tariff rates on common lumber; also to United States joint rate points. Order of July 30, 1904, against the Kingston and Pembroke Railway Company made applicable to all railway companies.

August 11, 1906.—Railway companies ordered to abolish the additional arbitrary rate of 5 cents per 100 lbs. hitherto charged to British Columbia coast points on transcontinental traffic from eastern Canada; also to substitute the minimum carload weights of the Canadian Freight Classification for the higher minima previously charged on the said traffic when loaded in cars longer than the standard car of 36 feet 6 inches in length; also to reduce the weight allowance on lumber used for bracing, or otherwise safeguarding carload shipments of the said transcontinental traffic requiring such protection, to the basis allowed elsewhere in Canada.

August 26, 1906.—Standard Freight and Passenger rates of the Klondike Mines Railway Company approved.

September 17, 1906.—Standard Passenger rate of 3 cents per mile on the Thunder-hill branch of the Canadian Northern Railway approved.

October 3, 1906.—Standard Freight Tariff of the Chatham, Wallaceburg and Lake Erie Railway Company approved.

October 13, 1906.—Supplement No. 7 to Canadian Freight Classification No. 12 approved.

October 13, 1906.—Nelson and Fort Sheppard and Canadian Pacific Railway Companies ordered to furnish adequate and suitable accommodation and facilities for the carriage and interchange of lumber, shingles, &c., from Salmo and Ymir, B.C., to eastern Canadian points.

November 9, 1906.—Rates reduced and prescribed on freight traffic to rail points and lake ports of call in the districts of Kootenay and Yale, B.C.

November 12, 1906.—Supplement No. 8 to Canadian Freight Classification No. 12 approved.

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November 13, 1906.—Express companies' forms of contract temporarily approved, pending inquiry.

November 16, 1906.—Order, amending order of February 14, 1906, regarding switching tolls to be charged by the Red Mountain Railway Company at Rossland, B.C.

November 19, 1906.—Order, amending order of August 26, 1906, approving the Standard Freight and Passenger Tariffs of the Klondike Mines Railway Company.

November 19, 1906.—Promulgation of regulations relating to the publication and filing of express tariffs.

November 19, 1906.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1905, on joint application of the said railway companies and exporters.

November 22, 1906.—Approval of Standard Passenger rates on certain new lines of the Canadian Pacific Railway Company in western Canada.

November 27, 1906.—Standard Passenger Tariff of the Canadian Pacific Railway Company's Guelph and Goderich branch at 3 cents per mile approved.

November 29, 1906.—Standard Passenger Tariff No. 19 of the Vancouver, Victoria and Eastern Railway Company, at 4 cents per mile, approved.

December 5, 1906.—Standard Freight Tariff of the Brandon, Saskatchewan and Hudson Bay Railway Company approved.

December 5, 1906.—Standard Passenger Tariff of the Canadian Northern Ontario Railway Company, at 3 cents per mile, approved.

December 5, 1906.—Standard Passenger Tariff of the Brandon, Saskatchewan and Hudson Bay Railway Company, at 3 cents per mile, approved.

December 6, 1906.—Promulgation of regulations relating to the publication and filing of tariffs of telephone tolls.

December 19, 1906.—Standard Passenger rates on Lacombe and Wetaskiwin branches of Canadian Pacific Railway, at  $3\frac{1}{2}$  cents per mile, approved.

December 26, 1906.—Standard Passenger Tariff of Canadian Pacific Railway Company's Nicola, B.C., branch, at 4 cents per mile, approved.

December 26, 1906.—Standard Freight Tariff of the Canadian Pacific Railway Company's Nicola, B.C., branch, approved.

January 9, 1907.—Standard Passenger Tariff of the Canadian Northern Railway Company's Ridgeville section, in Manitoba, at 3 cents per mile, approved.

January 9, 1907.—Standard Passenger Tariff of the Qu'Appelle, Long Lake and Saskatchewan Railroad and S.S. Company between Regina and Prince Albert, Sask., at  $3\frac{1}{2}$  cents per mile, approved.

January 9, 1907.—Standard Passenger fares of the Morinville branch and Stony Plains section of the Canadian Northern Railway Company, at  $3\frac{1}{2}$  cents per mile, approved.

February 4, 1907.—Standard Freight Tariff of the Vancouver and Lulu Island Railway, operated by the British Electric Railway Company as agents for the Canadian Pacific Railway Company, approved.

February 8, 1907.—Standard Passenger Tariff of the Canadian Pacific Railway Company between Curzon Junction, B.C., and Kingsgate, B.C., at 4 cents per mile, approved.

February 14, 1907.—Standard Passenger Tariff of the Bedlington and Nelson Railway Company, between British Columbia points, at 4 cents per mile, approved.

February 15, 1907.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporters.

March 13, 1907.—Reduced rate prescribed on logs, in carloads, from Brule Lake, Ont., to Renfrew, Ont.

March 18, 1907.—Canadian Pacific and Grand Trunk Railway Companies ordered to reduce their passenger rates on all their lines in Canada, east of and including the

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line of the Calgary and Edmonton Railway Company, to a maximum basis of 3 cents per mile.

Numerous changes to the advantage of the public have been made from time to time in the Canadian Freight Classification; a number of complaints have been adjusted informally by the Board, and others have been amicably arranged between the parties at the suggestion of the Board, or with its assistance.

I have the honour to be, sir,  
Your obedient servant,

J. HARDWELL,  
*Chief Traffic Officer.*

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners for Canada.  
Ottawa.

**APPENDIX C.**

**LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS  
OF THE BOARD COVERING THE PERIOD FROM  
APRIL 1, 1906, TO MARCH 31, 1907.**





**APPENDIX C.****LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD COVERING THE PERIOD FROM APRIL 1, 1906, TO MARCH 31, 1907.**

354. Application of the Grand Trunk Railway Company of Canada, under section 178 of the Railway Act, 1903, for an order directing the adoption and use at the present crossing at grade of the Grand Trunk by the line of the Canadian Pacific, in the township of Yarmouth, Elgin county, Ontario, of an interlocking and derailling plant, the cost of installing and maintaining same to be borne by the Canadian Pacific Railway, in accordance with the terms of agreement dated September 3, 1881.

355. Application of the Canadian Pacific Railway Company, as lessee of the Montreal and Ottawa Railway Company, under section 175 of the Railway Act, 1903, for leave to construct a branch line from a point on the main line of the Montreal and Ottawa Railway on the east side of Ann street to a point on the south side of Laurier avenue, in the city of Ottawa.

356. Application of the Canadian Pacific Railway Company, as lessee of the Montreal and Ottawa Railway, under section 186 of the Railway Act, 1903, for leave to construct a branch line along a portion of Nicholas street, in the city of Ottawa.

357. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for an order varying or amending the order of the board dated September 13, 1905, granting permission to the Canadian Northern Railway Company to cross the tracks of the Canadian Pacific Railway Company, Arcola branch, at Findlay, Man.

358. Application of the Midland Railway Company, of Manitoba, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Northern Railway Company near Carman, Manitoba.

359. Application of the Midland Railway Company, of Manitoba, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Northern Railway at Roland, Man.

360. Application of the Midland Railway Company, of Manitoba, under section 177 of the Railway Act, 1903, for leave to cross the Canadian Pacific Railway at Plum Coulee, Man.

361. Application of the Midland Railway Company, of Manitoba, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway at Elm Creek, Man.

362. Application of the Brandon, Saskatchewan and Hudson Bay Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway near Carroll, Man.

363. Application of the Klondike Mines Railway Company, under sections 122 and 123 of the Railway Act, 1903, for approval of the location of the company's line of railway between Grand Forks and Silver Springs, Yukon Territory.

364. Application of the Canadian Pacific Railway Company, as lessee of the Guelph and Goderich Railway Company, to the board under the Railway Act, 1903, for approval of plans of an undercross of Harbour street, in the town of Goderich.

365. Application of the Canadian Pacific Railway Company for an order amending orders of the Railway Committee of the Privy Council, dated November 11, A.D. 1902, and January 6, 1903, that the Toronto Railway Company bear and pay the increase in cost of erecting and operating the protective appliances at the crossing at Avenue road, due to the intervention of the said Toronto Railway Company at the

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said crossing and the operating of its railway thereon, over and above the cost of erecting and operating the protective appliances formerly maintained at the said crossing under the order of the said Railway Committee of the Privy Council, dated January 8, 1891, prior to the advent of the Toronto Railway Company at said crossing.

366. Application of the Corporation of the City of Toronto, under the Railway Act, 1903, for an order amending order of November 16, 1904, granting leave to the Canadian Pacific Railway Company to take additional lands south of the Esplanade, in the city of Toronto.

367. Application of the Grand Trunk Railway Company of Canada, under sections 175, 177 and 186 of the Railway Act, 1903, for authority to construct and operate branch lines in the town of Toronto Junction, in the township of York, county of York, and province of Ontario, as shown on plan, profile, and book of reference filed with the Board.

368. Application of the Canadian Pacific Railway Company to construct a branch line, under section 175 of the Railway Act, 1903, connecting the Owen Sound section of the company with its Toronto Junction terminal yards.

369. Application of the Grand Trunk Railway Company of Canada, under section 184 of the Railway Act, 1903, for authority to construct two additional tracks across Dufferin street, in the city of Toronto, where the said street is crossed by the main line of the Grand Trunk Railway between Toronto and Hamilton.

370. Application of the Grand Trunk Railway Company of Canada, under section 175 of the Railway Act, 1903, for leave to construct a siding to the premises of the Polson Iron Works in the city of Toronto.

371. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for an order authorizing the railway company to construct a branch line to the property of the Polson Iron Works, in the city of Toronto.

372. Application of the Erie Realty Company, Limited, under section 176 of the Railway Act, 1903, for an order compelling the Grand Trunk Railway Company of Canada to construct and operate a branch line in the city of Toronto, as shown on plan filed.

373. Application of the Toronto and Hamilton Railway Company, under section 188 of the Railway Act, 1903, to take certain lands of the Grand Trunk Railway Company of Canada, at the village of Mimico, Ont.

374. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct a branch line along Pacific avenue, in the city of Toronto.

375. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, to construct a branch line along Mowat avenue, in the city of Toronto.

376. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, to construct a branch line along Atlantic avenue, in the city of Toronto.

377. Application of the Toronto and Hamilton Railway Company, under section 177 of the Railway Act, 1903, for leave to carry its tracks or lines under the tracks of the Grand Trunk Railway Company of Canada (main line division), and the Canadian Pacific Railway Company, north of St. Clair avenue, Toronto Junction.

378. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Michigan Central Railroad at Montrose Junction, Ontario.

379. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to cross with its power wires the tracks of the Grand Trunk Railway Company of Canada (Welland division).

380. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Toronto, Hamilton and Buffalo Railway Company at Vinemount, county of Wentworth, Ont.

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381. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Toronto, Hamilton and Buffalo Railway at the Escarpment, Hamilton, in the county of Wentworth, Ontario.

382. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Grand Trunk Railway Company of Canada at Stony Creek, in the county of Wentworth, Ontario.

383. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Grand Trunk Railway Company west of Bronte, in the county of Wentworth, Ont.

384. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Canadian Pacific Railway Company at Lambton Park, in the county of York, Ont.

385. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Canadian Pacific Railway and the Grand Trunk Railway north of Toronto Junction, in the county of York, Ont.

386. Application of the Toronto and Niagara Power Company, under section 194 of the Railway Act, 1903, for leave to carry its power wires across the tracks of the Grand Trunk Railway Company on Davenport Road, Toronto, in the county of York, Ont.

387. Application of the Algoma Central and Hudson Bay Railway Company, under section 267 of the Railway Act, 1903, for a joint tariff with the Grand Trunk Railway Company by way of railway or boat lines, or partly one and partly the other, owned, operated or controlled by the Grand Trunk Railway Company of Canada.

388. Complaint of William Davies Company, Limited, to the Board that the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company have advanced their rate from Toronto to Montreal on packing house products in car-loads for export.

389. Application for siding running from the Canadian Pacific Railway through the industrial site of the Union Stock Yards Company, to be joined by the Grand Trunk Railway Company's siding on St. Clair avenue, as indicated on their plan.

390. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for approval of a deviation of a portion of the company's located line through the town of St. Paul, Quebec, as shown on plan dated the 7th September, 1904. The proposed deviation commences at a point opposite the southwestern side of St. George street, in the said town of St. Paul, and extends thence northeasterly across George street, to a point at or near the eastern side of Hadley street, in the said town.

391. Application of the Canadian Pacific Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Montreal street railway on St. Patrick street, Montreal, Quebec.

392. Complaint of the Corporation of the Town of Paris *re* subway under the tracks of the Grand Trunk Railway Company on Grand River street, in the town of Paris, Ont.

393. Complaint of the town of Strathroy regarding the crossings over the tracks of the Grand Trunk Railway Company in the town of Strathroy, Ont., at Caradoc street, Metcalfe street, Richmond and Victoria streets, and Oxford street.

394. Complaint of William Gray & Sons Company, Limited, *re* classification of carriages.

395. Application of the Grand Trunk Railway Company of Canada, under section 175 and 186 of the Railway Act, 1903, for leave to construct a branch line in the town of Walkerville, Ont., crossing Sandwich street to the premises of the Forde Motor Company.

396. Application of the Windsor, Essex and Lake Shore Rapid Railway Com-

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pany, under section 177 of the Railway Act, 1903, for leave to cross at grade the tracks of the Père Marquette Railroad Company at Pelton station, in the county of Essex, Ont.

397. Application of the Windsor, Essex and Lake Shore Rapid Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway Company at a point on the gravel road in the township of Sandwich West, in the county of Essex, and province of Ontario.

398. Application of the Windsor, Essex and Lake Shore Rapid Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Père Marquette Railroad at a point near Kingsville station, in the county of Essex, Ont.

399. Application of the Canada Southern Railway Company, under sections 186 and 187 of the Railway Act, 1903, for authority to divert certain highways adjoining the said railway in the township of Sandwich West, as shown on plan on file with the Board.

400. Complaint of the Canadian Salt Company, Limited, of Windsor, Ontario, under the Railway Act, 1903, alleging excessive charge for switching loaded cars from the complainants' siding at Windsor to the Grand Trunk Railway at Walkerville, Ont.

401. Complaint of the Kerr Engine Company, of Walkerville, Ont., under the Railway Act, 1903, to the Board, alleging that with respect to the shipments of valves, hydrants, &c., the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, and the Père Marquette Railroad Company's freight rates from Walkerville to Canadian markets discriminate against the complainants in favour of their competitors in the United States.

402. Complaint of the Walkerville Brewing Company, of Walkerville, Ontario, re rates charged by the Canadian Pacific Railway Company for the transportation of beer.

403. Complaint of the Standard Paint and Varnish Company, Limited, of Windsor, Ontario, that the manufacturers of paint and varnish in the east enjoy much better freight rates on their goods going west than the Windsor plant does on similar goods going east.

404. Application of the Preston and Berlin Street Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Grand Trunk Railway at Caroline and Erb streets, in the town of Waterloo.

405. Application of the Toronto, Hamilton and Buffalo Railway Company, under section 184 of the Railway Act, 1903, for leave to carry its line of railway across the highway known as Garth street, in the city of Hamilton, Ont., at grade, as shown on plan filed with the board.

406. Application of the Grand Trunk Railway Company of Canada, under section 177 of the Railway Act, 1903, for approval of proposed connection of junction at Hamilton, Ontario, between the northern division of the Grand Trunk (16th district), and the main line of the Grand Trunk Railway (17th district), between Niagara Falls and Hamilton, and authorizing the said company to construct, maintain, and operate the said connection or junction.

407. Application of the city of Hamilton, under section 186 of the Railway Act, 1903, for leave to construct a highway across the main line of the Grand Trunk Railway Company of Canada on Ferguson avenue, in the said city of Hamilton.

408. Application of the city of Hamilton, under section 186 of the Railway Act, 1903, for leave to construct a foot-bridge across the main line of the Grand Trunk Railway Company of Canada at Emerald street, in the said city of Hamilton, at a height of not less than 22 feet 6 inches above rail level, the cost of such foot-bridge to be paid by the company and the city corporation, respectively, in such proportions as the Board may order.

409. Application of the Niagara, St. Catharines and Toronto Railway Company, under section 186 of the Railway Act, 1903, for leave to cross certain highways in the

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town of Thorold, and in the township of Thorold, with its line of railway, as shown on plan on file with the Board.

410. Application of Edward Scott Brennan, of the city of Hamilton, Ontario, under section 120 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company of Canada to compensate the applicant for damages sustained to his lands in the city of Hamilton.

411. Application of P. C. Patriarche, coal merchant, and the Burlington Canning Company, Limited, both of the village of Burlington, Ont., under sections 214 and 253 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company of Canada to provide proper facilities for receiving, forwarding, and delivering traffic offered for carriage in and out and to and from the said Burlington Canning Company and P. C. Patriarche by means of the Hamilton Radial Electric Railway.

412. Application of the Corporation of the City of Hamilton, under the Railway Act, 1903, for protection at Ferrie and Wellington street crossings where the said streets are crossed by the tracks of the Grand Trunk Railway Company of Canada.

413. Application of the Corporation of the City of St. Catharines, under section 23 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company of Canada, the Niagara, St. Catharines and Toronto Railway Company, and the Port Dalhousie, St. Catharines and Toronto Railway Company, to contribute to the said municipal corporation certain sums in connection with the erection of a bridge at Queenston street, in the city of St. Catharines, as set out in said application.

414. Application of the Grand Trunk Railway Company of Canada, under section 175 of the Railway Act, 1903, for leave to construct a branch line in the city of Hamilton, extending from a point on the Grand Trunk Railway west of McKinsty street, crossing Dickson street to J. Duff & Sons' packing house.

415. Complaint of Staunton's, Limited, of Toronto, Ontario, under the Railway Act, 1903, to the board, that the freight rates charged by the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, on wall paper shipped from Toronto east to points in the provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, are excessive and discriminatory, in comparison with the rates in effect upon similar merchandise carried in the opposite direction, and asking that the Board disallow the present east-bound rates on complainants' goods and restore those in effect prior to November 15, 1905.

416. Application of the Canadian Pacific Railway Company (lessees of the Guelph and Goderich Railway), for a re-hearing of the application of the Corporation of the Township of Mornington, county of Perth, Ontario, for an order directing the Guelph and Goderich Railway Company to desist from building the proposed embankment on the line of its railway in concessions 4 and 5 of the township of Mornington, deviating the highway, as shown on plan on file with the Board under reference No. 16296, file No. 1030.

417. Application of Herbert J. Lackner, of the township of Wellesley, county of Waterloo, Ont., under sections 196 and 198 of the Railway Act, 1903, for an order directing the Guelph and Goderich Railway Company (Canadian Pacific Railway Company, lessees), to provide a sufficient outlet to an underground tile drain upon his farm in lot No. 6, concession 15, east section of the township of Wellesley, and to provide suitable farm crossings.

418. Application of the Canadian Pacific Railway Company, as lessees of the Guelph and Goderich Railway Company, under subsection 4 of section 25 of the Railway Act, 1903, for an order rescinding order of the board dated March 23, 1906, *in re* the application of Robert J. Cockerline, of the township of Morris, in the county of Welland, Ont., for a suitable farm crossing.

419. Application of the Toronto Board of Trade under the Railway Act, 1903, for reduction of freight rates and a general revision of merchandise rates in the province of Ontario.

420. Application of the Canada Atlantic Railway Company, under section 139  
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of the Railway Act, 1903, for authority to take certain additional lands in the city of Ottawa, county of Carleton, as shown on plan on file with the Board, for the convenient accommodation of the public and the traffic of the said railway.

421. Application of Prosper Labelle, Mayor of the parish of St. Canute, Que., for an order, under sections 204 and 214 of the Railway Act, 1903, directing the Great Northern Railway Company of Canada to furnish certain station and train facilities at St. Canute.

422. Application of the Grand Trunk Pacific Railway Company for an order, under section 177 of the Railway Act, 1903, authorizing the company to cross the tracks of the Canadian Pacific Railway Company on James street, near Pacific street, west of Fort William.

423. Application of the Grand Trunk Pacific Railway Company for an order, under section 177 of the Railway Act, 1903, authorizing the company to cross the tracks of the Canadian Northern Railway Company on James street, near Pacific street, west of Fort William, Ont.

424. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for an order approving of the plan of proposed changes in the interlocking plant where the Canadian Northern Railway Company's tracks cross the tracks of the applicant company at West Fort William.

425. Application of the Canada Atlantic Railway Company, under the Railway Act, 1903, for an order amending and varying the order of the Board dated September 4, 1905, respecting the construction by the applicant company of a subway on Bank street, in the city of Ottawa, by ordering or directing the corporation of the city of Ottawa and the Ottawa Electric Railway Company, respectively, to pay to the applicant company, from time to time, upon monthly estimates, as the construction of the said subway is proceeded with, the proportion of the cost of the said work which, by the terms of the said order, the said railway companies were respectively ordered to contribute.

426. Application of the Canadian Pacific Railway Company to vary an order of the Board, dated October 11, 1904, by transferring to the Canadian Pacific Railway Company, as lessees of the British Columbia Southern Railway Company, the charge of the crossing near Fernie, B.C., where the line of the said British Columbia Southern Railway Company is crossed by the line of the Morrissey, Fernie and Michel Railway Company, said crossing being now in charge of the Morrissey, Fernie and Michel Railway Company.

427. Application of the Watrous Wire and Nail Works, of Brantford, Ont., under the Railway Act, 1903, alleging discrimination against the Canadian Pacific Railway Company and the Grand Trunk Railway Company of Canada, in that there is a lower rate from Montreal to Winnipeg, via the boat lines to Fort William, than is in effect from Brantford, Ont., via the part rail and water route.

428. (a) Application of the Great Northern Railway Company of Canada, under the Railway Act, 1903, to the board for a recommendation to the Governor in Council for the sanction of an agreement amalgamating the Great Northern Railway Company of Canada and the Quebec, New Brunswick and Nova Scotia Railway, (b) Application of the Great Northern Railway Company of Canada, under the Railway Act, 1903, to the board for a recommendation to the Governor in Council for the sanction of an agreement amalgamating the Great Northern Railway Company of Canada and Chateaugay and Northern Railway Company.

429. Application of the Toronto and York Radial Railway Company, under section 177 of the Railway Act, 1903, for leave to cross by an overhead bridge the lines of the Grand Trunk Railway Company immediately north of Kingston Road, on lot 15, concession D, township of Scarboro, in the county of York, Ont., as shown on plan filed with the Board.

430. Application of the Grand Trunk Railway Company of Canada, under section 139 of the Railway Act, 1903, to take certain lands in the township of Tay, county of Simcoe, province of Ontario, for the purposes of the company.

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431. Application of the Napierville Junction Railway Company, under section 177 of the Railway Act, 1903, for leave to cross at grade the tracks of the Grand Trunk Railway Company of Canada, in the village of Lacolle, province of Quebec.

432. Application of the James Bay Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway Company near Wahnipitae station, township of Neelon, district of Nipissing, Ont.

433. Application of the Brandon, Saskatchewan and Hudson Bay Railway Company, under section 194 of the Railway Act, 1903, for leave to cross the tracks of the Canadian Pacific Railway Company with telegraph wires at the town of Boissevain, Man.

434. Application of the Brandon, Saskatchewan and Hudson Bay Railway Company, under section 194 of the Railway Act, 1903, for leave to carry its telegraph wires over the tracks of the Canadian Northern Railway Company at Minto, Man.

435. An application of the Midland Railway Company of Manitoba, under section 194 of the Railway Act, 1903, to carry its telegraph wires over the tracks of the Canadian Pacific Railway Company at Plum Coulee, Man.

436. Application of the Midland Railway Company of Manitoba, under section 194 of the Railway Act, 1903 for leave to carry its telegraph wires over the tracks of the Canadian Pacific Railway Company at Elm Creek, Man.

437. Application of the Midland Railway Company of Manitoba, under section 194 of the Railway Act, 1903, for leave to carry its telegraph wires over the tracks of the Canadian Northern Railway Company at Roland, Man.

438. Application of the Midland Railway Company of Manitoba, under section 194 of the Railway Act, 1903, for leave to carry its telegraph wires over the tracks of the Canadian Northern Railway Company at Carman, Man.

439. Application of the St. John Railway Company, under section 177 of the Railway Act, 1903, for leave to cross with its tracks the tracks of the Canadian Pacific Railway Company at Fairville, in the parish of Lancaster, in the city and county of St. John, province of New Brunswick.

440. (a) Application of the Canada Atlantic Railway Company, under section 139 of the Railway Act, 1903, for leave to take certain additional lands belonging to the Ontario Planing Company, which lands are required for the purpose of the construction of a subway under the tracks of the applicant company on Bank street, in the city of Ottawa. (b) Application of the Canada Atlantic Railway Company, under section 139 of the Railway Act, 1903, for leave to take certain additional lands belonging to the estate of the late H. C. Monk, which lands are required for the purpose of the construction of the subway under the tracks of the Canada Atlantic on Bank street, in the city of Ottawa.

441. Application of the Canadian Pacific Railway Company, under section 118 of the Railway Act, 1903, for an order authorizing the construction of a drain through the west halves of lots Nos. S-1 and 2, in the 4th concession of the township of Kaladar, in the county of Addington, Ont., belonging to James Murphy and William Catherine and other lands thereto, for the purpose of conveying the water in a certain creek, known as 'Otter Creek,' from the railway of the applicants.

442. Application of the British Columbia Electric Railway Company for approval of tariff.

443. Complaint of the Board of Trade of Dawson, Yukon Territory, respecting rates on the White Pass and Yukon route from Skagway to Dawson.

444. Application for an order under section 186 of the Railway Act, 1903, directing the Canadian Pacific Railway Company to open a crossing on Fourth street in the town of High River.

445. Application of the town of Didsbury regarding the closing of a crossing.

446. Application of the town of Olds for a crossing.

447. Application *re* the crossing of streets in the town of Leduc.

448. Complaints of Associated Boards of Trade of Western Canada.

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- 449. *Re* passenger rates.
- 450. *Re* entry of Canadian Pacific Railway into Edmonton.
- 451. *Re* facilities for vehicular traffic at Grand Trunk crossing, Clover Bar.
- 452. *Re* fire guards.
- 453. Statement by Alberta Farmers' Association.
- 454. *Re* agreement between Grand Trunk Railway Company and the city of Edmonton.
- 455. *Re* shipment of perishable freight.
- 456. Application of the Canadian Pacific Railway Company as leesses of the Columbia and Western Railway Company for an order varying or amending the order of the board of February 14, 1906, fixing the rate for inter-switching between the Red Mountain Railway and the Columbia and Western Railway's track at Rossland, and an order fixing reasonable tolls, &c.
- 457. Complaint against the Canadian Pacific Railway *re* shortage of cars, by the Kootenay Shingle Company of Salmo, B.C.
- 458. Application on behalf of the city of Calgary with reference to the opening of certain streets in the city of Calgary.
- 459. Application of the village of Claresholm for permission to put water pipes under the tracks of the Canadian Pacific Railway.
- 460. Didsbury, application of town of Didsbury *re* crossing Calgary and Edmonton.
- 461. Crossing at the town of Olds on the Calgary and Edmonton.
- 462. Crossing agreement between the city of Calgary and the Canadian Pacific Railway Company, in regard to subways and level crossings on several streets in the city of Calgary.
- 463. *Re* Union station at Regina.
- 464. *Re* spur line on Smith street, Regina.
- 465. Order that Albert street crossing be amended.
- 466. Complaint by Mr. Walter Simpson *re* distribution of cars.
- 467. Fire-guards—protection against fire.
- 468. Fencing on railroad property.
- 469. Width of farm crossing gates.
- 470. Cost of fire-guards.
- 471. Application, Grand Trunk Pacific Railway Company, for overhead crossing of Canadian Pacific Railway at Arrow river.
- 472. Brandon, Saskatchewan and Hudson Bay Railway, application to run on Pacific avenue, Brandon, and to lay tracks on certain streets.
- 473. Application of Canadian Northern Railway *re* spur line, Smith street, Regina.
- 474. Complaints of Winnipeg Board of Trade and Canadian Manufacturers Association *re* bills of lading (forms of), and flag stations (forms of release).
- 475. Plate glass release.
- 476. Resolution, board of trade *re* flag stations.
- 477. Transfer charges on freight from the Canadian Pacific Railway to the Canadian Northern Railway in Winnipeg, complaint of Canadian Manufacturers Association.
- 478. Bannantyne street spur.
- 479. Application of Canadian Northern Railway Company to expropriate land, T. D. Robinson.
- 480. T. D. Robinson, application for Canadian Northern Railway Company to connect with his siding.
- 481. W. J. Taylor, application of Canadian Northern Railway Company to expropriate his land.
- 482. Application of Midland Railway Company, of Manitoba, to cross Canadian Pacific Railway at Morden, Man.
- 483. Clifton avenue, Winnipeg, application of Midland Railway Company, of Manitoba, to cross Canadian Pacific Railway.



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484. Great West Development Company, application of Canadian Pacific Railway Company to build a spur.

485. Fleury street, St. Boniface; application *re* order.

486. Application of the Windsor, Essex and Lake Shore Rapid Railway Company for an order to rescind or vary order of the Board, dated May 25, 1906, granting leave, under section 177 of the Railway Act, 1903, to cross with its tracks the tracks of the Michigan Central Railroad Company at a point in the town of Essex, Ont.

487. Application of the Canadian Northern Ontario Railway Company, under subsection 4 of section 25, and under section 32 of the Railway Act, 1903, to vary or modify order of the Board, dated May 17, 1906, approving of location plans of the Central Railway Company of Canada through the counties of Laval and Two Mountains, Quebec, mileage 8 to mileage 34.4, Montreal West.

488. Application of the James Bay Railway Company, under section 123 of the Railway Act, 1903, for sanction and approval of the location of its line of railway through the county of Two Mountains, province of Quebec, mileage 19.6 to mileage 38 east from Hawkesbury.

489. Application of the Canadian Pacific Railway Company for an order to vary the order of the Railway Committee of the Privy Council, dated February 8, 1898, and of the Board of Railway Commissioners for Canada, dated July 27, 1905, directing that the entire cost of maintenance and operation of the diamonds, interlocking, derailling and signalling appliances at the Queen's Wharf crossing, in the city of Toronto, of the applicants' railway by the Grand Trunk Railway Company's lines, be apportioned as set forth in the application.

490. Application of the Canadian Pacific Railway Company for an order authorizing the installation of the necessary interlocking appliances to connect the east switch of its second track with its main line immediately west of the crossing of the Grand Trunk Railway (Toronto Belt Line Railway), on the Don improvement, in the city of Toronto, said works to be executed at the expense of the Grand Trunk Railway Company representing the Toronto Belt Line Railway Company.

491. Application of the Canadian Pacific Railway Company and the Canadian Northern Railway Company, under section 25 of the Railway Act, 1903, for an order varying or amending the order of the Board, dated August 7, 1906, made on the application of the Kaministiquia Power Company, Limited, under section 194 of the Railway Act, 1903, for leave to erect transmission wires having a maximum voltage between wire and earth of 15,000 volts, across the tracks of the Canadian Pacific and Canadian Northern Railway Companies at West Fort William, Ont.

492. Application of the Kaministiquia Power Company, Limited, of Fort William, Ont., under section 194 of the Railway Act, 1903, for authority to cross the lines of the Canadian Pacific Railway Company with 2,400 volt power lines.

493. Application of the Canadian Pacific Railway Company, under section 118 (M) of the Railway Act, 1903, for authority to make a drain through certain lands adjoining its line of railway, being the west halves of lots Nos. 1 and 2, 4th concession, township of Kaladar, county of Addington, Ont., belonging to James Murphy and William Caterin, and other lands adjacent thereto, for the purpose of conveying water in Otter creek from the railway of the applicants.

494. Application of the Canadian Northern Railway Company, under section 177 of the Railway Act, 1903, for authority to place its line or tracks across the lines or tracks of the Grand Trunk Railway Company of Canada at a point in the town of Hawkesbury, Ont.

495. Application of the Walkerton and Lucknow Railway Company, under section 177 of the Railway Act, 1903, for an order authorizing the construction and maintenance of a crossing of the Grand Trunk Railway, and also a crossing of a spur of the Grand Trunk Railway to the furniture factory; both these crossings being in the village of Hanover, the first crossing being at mile 28.3 of the Walkerton and Lucknow Railway.

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496. Application of the Grand Trunk Railway Company of Canada for authority, under section 175 of the Railway Act, 1903, to construct a branch line to the premises of the Simonds Canada Saw Company, Limited; the Laing Biscuit and Confectionery Company, Limited, and Jenkins Brothers, St. Henri (now in the city of Montreal), Quebec.

497. Application of the Cumming Manufacturing Company, Limited, of Renfrew, Ontario, under the Railway Act, 1903, to the board for an order directing the Grand Trunk Railway Company of Canada to cease from charging excessive and discriminatory rates on logs from its stations east of Rainy lake, Ont., when consigned to the applicants at Renfrew.

498. Application of the Grand Trunk Railway Company, under section 139 of the Railway Act, 1903, for authority to take certain additional lands in the township of St. Laurent, Quebec, for the purpose of constructing the connecting track between the Grand Trunk Railway and the Montreal Park and Island Railway.

499. Application of the Grand Trunk Railway Company of Canada, under the Railway Act, 1903, for an order to amend or vary order of the Board, dated July 18, 1905, authorizing the Guelph and Goderich Railway to take certain lands of the Grand Trunk Railway in the town of Goderich, Ont.

500. An application of the Canadian Pacific Railway Company, under section 186 of the Railway Act, 1903, for permission to carry Nelson street, in the town of Sudbury, across its railway by means of an overhead bridge.

501. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for permission to temporarily deviate Wahnapiitē road, in the town of Sudbury, to Elizabeth street, for the purposes of enabling the construction of a proposed bridge at Nelson street.

502. Application of the Canadian Pacific Railway Company, under section 204 of the Railway Act, 1903, for approval of location of proposed passenger station in the town of Sudbury, Ont.

503. Application of the Canadian Pacific Railway Company, under section 130 of the Railway Act, 1903, for authority to construct, maintain and operate deviation of line through the town of Sudbury, Ontario.

504. Application of the Commissioners of the Transcontinental Railway, under section 177 of the Railway Act, 1903, for leave to cross the railway lines and tracks of the Great Northern Railway Company of Canada by and with the lines and tracks of the National Transcontinental Railway, at a point on the Great Northern Railway near Tawachiche station, Quebec, and to join the tracks of the said railway companies at such point.

505. *Re* protection of crossing of the tracks of the Grand Trunk Railway Company of Canada by the tracks of the Canadian Pacific Railway Company in the village of Lennoxville, Quebec, and of the agreement of May 20, 1887, made between the Grand Trunk Railway Company of Canada and the International Railway Company (adjourned from the 10th April, 1906). Argument.

506. Application of the town of Steelton, Ont., for an order, under section 186 of the Railway Act, 1903, directing the Canadian Pacific Railway to establish a suitable highway crossing at Huron street, in the town of Steelton.

507. Application of the Canadian Pacific Railway Company, as lessee of the Tillsonburg, Lake Erie and Pacific Railway Company for an order to amend order of the Railway Committee of the Privy Council, dated December 16, 1902, to provide that, in the operation of the interlocking, derailing and signalling system at the Grand Trunk Crossing with the Tillsonburg, Lake Erie and Pacific Railway at Tillsonburg, the normal position of the interlocking signals shall be against the trains of both companies.

508. Application of the Grand Trunk Railway Company, under the Railway Act, 1903, for authority to construct, maintain and operate a branch line or siding from a point on the Grand Trunk Railway Company's tracks on Bethune street, near Rink street, in the city of Peterborough; thence easterly along Bethune street and crossing

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Rink street to a point opposite the Peterborough Fuel and Cartage Company's premises.

509. Application of the Canadian Pacific Railway Company, under section 178 of the Railway Act, 1903, for an order requiring the Canadian Northern Railway Company to erect, maintain and operate an interlocking plant and signalling appliances at the intersection of the Canadian Northern with the Canadian Pacific Railway at Fort Whyte, Man.

510. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch or spur line commencing at a point on the Brockville Loop Line of the Canadian Pacific Railway at the west side of Buell's creek; thence in a westerly direction across the properties of the Burrill Manufacturing Company, Henry street; the Central Canada Coal Company; James Smart Company, Kincaid street, and into the property of the James Smart Manufacturing Company, a distance in all of about 850 feet.

511. Application of the Canadian Pacific Railway Company, under section 177 of the Railway Act, 1903, for authority to cross the tracks of the Canadian Northern Railway Company's spur to Bird's Hill ballast pit, in section 16, township 11, range 4, east of the principal meridian.

512. Application of the Canadian Pacific Railway Company, under section 178 of the Railway Act, 1903, for an order requiring the Canadian Northern Railway Company to erect, construct and maintain an interlocking plant and signalling appliances at the intersection of the Canadian Northern with the Canadian Pacific Railway at Headingly, Man.

513. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, for approval of crossing over the Canadian Pacific Railway Company's spur line to Brunette mills, at or near New Westminster, B.C.

514. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, for approval of crossing over and junction with the tracks of the Canadian Pacific Railway Company's spur line to Fraser River mills, at Millside, B.C.

515. Application of the Municipal Council of the Corporation of the City of Woodstock, Ontario, under sections 186 and 187 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company to provide a watchman or gates where the company's railway crosses Wilson street; to provide electric bells at Norwich avenue and at Peel street, where the company's railway intersects the said avenue and street, and to provide a watchman at Dundas street where the company's railway intersects the said street, all in the city of Woodstock, Ont.

516. Application of Elbert M. Kelly, of the township of East Oxford, in the county of Oxford, Ontario, under section 198 of the Railway Act, 1903, for an order directing the Grand Trunk Railway Company to provide and construct a suitable farm crossing where the Grand Trunk Railway intersects the applicant's farm in lot No. 4, concession 1, township of East Oxford.

517. Application of the Corporation of the City of Toronto, under section 186 of the Railway Act, 1903, permitting the said corporation to construct a high level bridge across the Don improvement and the tracks of the Canadian Pacific and Grand Trunk Railway Companies crossing King street (or Queen street) east, in the city of Toronto, and for an order determining the proportion to be borne by the said railways and other parties interested of the costs and expenses incident to the construction and maintenance of said bridge, including damages to any property which may be injuriously affected thereby.

518. Application of the Canadian Pacific Railway Company, as lessee of the Guelph and Goderich Railway Company, under section 177 of the Railway Act, 1903, for leave to construct a level crossing over the spur track of the Grand Trunk Railway leading to Goldie's mill, in the city of Guelph, Ont.

519. Application of the Canadian Pacific Railway Company, under section 177 of the Railway Act, 1903, for an order authorizing the crossing with its tracks of the

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tracks of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, at Saskatoon, Saskatchewan, and also for authority to construct, maintain and operate such crossing.

520. Application of the Canadian Pacific Railway Company, as lessee of the Ontario and Quebec Railway Company, under section 177 of the Railway Act, 1903, for an order granting leave to cross Wickett & Craig's siding and Morse's siding of the Toronto Belt Line Company (operated by the Grand Trunk Railway) by a siding or spur to the William Davies Company factory in the First ward of the city of Toronto, construction of which was authorized by an order of the Board, dated November 8, 1905; also for authority to connect with the Davies shipping siding of said Belt Line Company in said ward by another siding, the construction of which was also authorized by said order of November 8, 1905.

521. Application of the Canadian Pacific Railway Company, as lessee of the Ontario and Quebec Railway Company, with which the Credit Valley Railway has been amalgamated, for an order that the crossing of its line of railway by the line of the Grand Trunk, in the town of Milton, Ontario, be protected by interlocking, derailing and signalling system, according to plan and profile submitted, and that the applicants be authorized to install such system and make all necessary connections and alterations, one-half of the expense incurred to be paid by the Grand Trunk Railway, and that the said crossing and appliances, with interlocking plant, be operated and maintained by that company, one-half the expense to be paid by the applicants to the Grand Trunk Railway Company.

522. Application of the Grand Trunk Railway Company for leave to appeal to the Supreme Court of Canada from the judgment of the Board, delivered and dated June 20, 1906, in the matter of the application of the James Bay Railway Company, dated February 22, 1906, for an order granting leave to lay its lines and tracks across the lines and tracks of the Grand Trunk Railway across lot 13, concession 2, from the bay, in the township of York, county of York. Argument.

523. Application of the Canadian Northern Ontario Railway Company, under section 186 of the Railway Act, 1903, for authority to place tracks across Olive, Vine and Water streets, between Eastern avenue and Front street, in the city of Toronto, Ont. (by consent).

524. Application of the Canadian Northern Ontario Railway Company, under section 186 of the Railway Act, for approval of the location of its line along and across Don Esplanade, between Queen and Eastern avenue, and across Eastern avenue, west of Cypress street, in the city of Toronto, Ontario (by consent).

525. Application of the Canadian Pacific Railway Company as lessee of the Toronto, Grey and Bruce Railway Company, under section 175 of the Railway Act, 1903, for an order to construct, maintain and operate a branch line of railway with three spurs running westerly from same; said branch line commencing at a joint on the main line of the applicants' railway about 450 feet southwesterly from the southwestern side of the present road allowance between lots 21 and 22 of the Bay Shore range of park lots in the town of Owen Sound, Ont., and running from thence in a northeasterly and northerly direction across the said road allowance and through the property of the Carney Lumber Company, comprising lots 22 and 23 of the said range.

526. Application of the Owen Sound and Meaford Railway Company, under section 123 of the Railway Act, 1903, for approval of the location of its line of railway through the town of Owen Sound, Ont., and part of the township of Sydenham, Ont.

527. Application of the Canadian Pacific Railway Company (lessee of the Toronto, Grey and Bruce Railway Company) under section 86 of the Railway Act, 1903, for an order to alter the location of the track at the northeastern end of Bay street, in the town of Owen Sound; also to lay two additional tracks across the street between lots 15 and 16 of the Bay shore range; to lay five additional tracks across the street known as Pickering's crossing; to lay five additional tracks across a roadway between lots 8 and 9 of the Bay Shore range; to lay two additional tracks across land set apart for a street not now opened on the southwestern side of lot No. 1, in said Bay Shore

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Range; also to change the location of its most easterly track crossing Connell street, all in the town of Owen Sound, Ont.

528. Application of the Owen Sound and Meaford Railway Company, under section 177 of the Railway Act, 1903, for authority to cross the tracks of the Canadian Pacific Railway Company at River street, and on a street between lots 12 and 13, [Bay Shore Range, in the town of Owen Sound, Ont.

529. Application of the Vancouver, Westminster and Yukon Railway Company for an order, under section 177 of the Railway Act, 1903, approving of the place and mode of crossing over and junction with the tracks of the Canadian Pacific Railway Company's spur line to Fraser River Mills, at Millside, New Westminster, B.C.

530. Application of the Vancouver, Westminster and Yukon Railway Company for an order, under section 177 of the Railway Act, 1903, approving of the place and mode of crossing over the tracks of the Canadian Pacific Railway Company's spur line to Brunette mills at or near New Westminster, B.C.

533. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, approving of the place and mode of crossing by the line of the applicant company from False Creek to Burrard Inlet of the tracks of the Canadian Pacific Railway near Burrard Inlet, at Vancouver, B.C.

532. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, for an order approving of the place and mode of crossing over the tracks of the British Columbia Electric Railway Company, Limited, at Powell street, in the city of Vancouver, B.C.

533. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, for an order approving of the place and mode of crossing over the tracks of the British Columbia, Limited (New Westminster line), at Venables street, in the city of Vancouver, B.C.

533. Application of the Vancouver, Westminster and Yukon Railway Company, under section 177 of the Railway Act, 1903, for an order approving of the place and mode of crossing over the tracks of the British Columbia Electric Railway Company, Limited, at Harris street, in the city of Vancouver, B.C.

535. Application of the Grand Trunk Railway Company, under sections 175 and 186 of the Railway Act, 1903, for authority to construct a branch line from a point on the main line east of the Port Hope viaduct to a point on the northern division of the Grand Trunk Railway Company's line north of Ontario street, in the town of Port Hope, crossing in its route Peter street, Base Line, Mill street, Ontario street and Barrett street.

536. Application of the Grand Trunk Railway Company, under sections 175 and 186 of the Railway Act, 1903, for authority to construct a branch line or siding extending from a point on its railway east of St. Leger street, in the town of Berlin, Ontario; thence westerly crossing St. Leger street to the premises of the Pommer & Cowan Manufacturing Company.

537. Application of the Grand Trunk Railway Company, under sections 175 and 186 of the Railway Act, 1903, for authority to construct certain branch lines or sidings, and spurs therefrom, extending from points on the applicants company's railway between Carlaw avenue and Logan avenue, in the city of Toronto; thence upon, along, and across Thackeray street, Dickens street, and Carlaw avenue, Toronto, for the accommodation of various manufacturing and other industries.

538. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for an order rescinding the orders of the Railway Committee of the Privy Council, dated November 22, 1892, and May 10, 1893, allowing the Davenport Street Railway Company to cross the applicant's railway, at rail level, on St. Clair avenue, between Keele street and Weston road, in the town of (West) Toronto Junction, subject to the provision and maintenance by the Street Railway Company of sufficient gates at the said crossing upon the ground that the said Davenport Street Railway Company and its successors the Toronto Suburban Railway Company have for a long

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time neglected and refused to provide or maintain gates at the said crossing, as required by the said orders.

539. Application of the Canadian Pacific Railway Company, for a reconsideration of the order of the Board, dated June 29, 1906 (issued October 23, 1906), whereby the James Bay Railway Company was authorized to place its lines or tracks across the lines or tracks of the Canadian Pacific Railway (Toronto-Sudbury branch), on lot 12, concession 2, township of Cleland, district of Nipissing, province of Ontario.

540. Application of the Grand Trunk Railway Company of Canada, under sections 175, 177 and 186 of the Railway Act, 1903, for authority to construct and operate branch line in the town of Toronto Junction, in the township of York, county of York, and Province of Ontario, as shown on plan, profile, and book of reference filed with the Board.

541. Application of the Union Stock Yards Company, under sections 175, 177 and other sections of the Railway Act, 1903, applicable thereto, to the Board for authority to construct and operate a branch line or siding from the line of the Canadian Pacific Railway, in the town of Toronto Junction, province of Ontario.

542. Application of the Grand Trunk Railway Company, under the Railway Act, 1903, for authority to construct, maintain and operate certain branch lines or spurs from a point on its railway at about the foot of Fraser avenue, Toronto; thence extending northerly and along Mowat avenue to reach the establishment of the Toronto Carpet Company and the Malta Vitæ Food Company, as well as the property of the city of Toronto, on the westerly side of Mowat avenue.

543. Application of the Township of Saltfleet to have the location of the Toronto and Hamilton Railway Company, sanctioned by orders of the Board of July 4, 1905, and January 9, 1906, changed.

544. Application of the Toronto, Hamilton and Buffalo Railway Company, under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch line of railway or spur, in the city of Hamilton, township of Barton, county of Wentworth and province of Ontario, commencing at a point on the Belt Line Railway of the Toronto, Hamilton and Buffalo Railway Company, in lot No. 5, in the 1st concession of the said township of Barton, and extending from said point in a northwesterly direction for a total distance of about 6,524.6 feet into the premises of the Canadian Westinghouse Manufacturing Company, Limited.

545. Application of the Toronto and Niagara Power Company, under the Railway Act, 1903, for leave to cross the Grand Trunk Railway Company's tracks with transmission wires at Water street, Burlington village, and at the conventional line near Burlington Beach, Ontario.

546. Application of the Hamilton, Waterloo and Guelph Railway Company, under sections 122 and 123 of the Railway Act, 1903, for approval of the location of its line from Hamilton to Guelph, Galt and Berlin, via Dundurn and Harvey Parks.

547. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for reconsideration of the order of the Board, dated June 29, A.D. 1906 (issued October 23, 1906), whereby the James Bay Railway Company was authorized to place its lines or tracks across the lines or tracks of the Canadian Pacific Railway Company (Toronto-Sudbury line), on lot 12, concession 2, township of Cleland, district of Nipissing, and province of Ontario.

548. Application of the United Townships of Medora and Wood to vary or rescind order of the Board No. 1707, dated September 24, 1906, in reference to the crossing by the Canadian Pacific Railway Company of a certain road known as 'Colonization Road,' in the townships of Medora and Wood.

549. Application of the Canadian Pacific Railway Company, under sections 25 and 33, of the Railway Act, 1903, for an order rescinding or varying an order of the Railway Committee of the Privy Council, dated May 13, 1898, whereby the applicants were ordered to leave an opening of 63 feet in the trestle bridge carrying the branch line of its railway to Dickson's mills, in the town of Peterborough, across the channel

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of the Otonabee river, by permitting the applicants to fill the said opening and substitute for the said trestle a solid embankment.

550. Application of the Montreal Produce Merchants' Association for directions to the Grand Trunk and Canadian Pacific Railway Companies to make refund provided for by order of the Board, dated November 19, 1906, applicable to business originating south and east of Montreal, and to order a refund of amounts charged at Montreal for cartage on cheese for export for the year 1906, with respect to export business for the year 1905.

551. Application Montreal Produce Merchants' Association for direction to the Grand Trunk and Canadian Pacific Railway Companies to reduce their winter export rates on butter and cheese from Montreal to Portland and West St. John.

552. Application of the Grand Trunk Pacific Railway Company, under section 123 of the Railway Act, 1903, for approval of the location of its line through the town of Fort William, Ont.

553. Application of the Père Marquette Railroad Company for an order, under sections 175 and 177 of the Railway Act, 1903, authorizing the Père Marquette Railroad Company to construct a branch line or siding through Dufferin Park and over the top of the St. Clair Tunnel to the premises of the Imperial Oil Company, Sarnia, Ont.

554. Application of the municipal corporation of the city of Ottawa for an order, under sections 186 and 187 of the Railway Act, 1903, directing the Ottawa Electric Railway, the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company to submit a plan and profile for the purposes of widening the bridge and approaches thereto constructed by them on Somerset street, in the city of Ottawa, being a public highway in the said city.

555. Application of the Canadian Pacific Railway Company, under the Railway Act, 1903, for an order, under the provisions of certain leases from the Crown to the Ottawa, Arnprior and Parry Sound Railway Company, dated respectively June 6, 1895, July 31, 1895, and March 2, 1896 (the said Ottawa, Arnprior and Parry Sound Railway Company being subsequently owned and operated by the Canada Atlantic Railway Company, and now owned and operated by the Grand Trunk Railway Company of Canada), fixing the terms and conditions which it may use for railway purposes (jointly with all parties entitled to use the same), the passenger station and passenger tracks and approaches in connection therewith, situated on ordnance lands of the Crown, portions of the Rideau Canal reserve, extending from Sappers' bridge southward to the Hurdman bridge road, in the city of Ottawa.

556. Application of the Ottawa Electric Railway Company, under section 177 of the Railway Act, 1903, for leave to cross with its tracks by means of an overhead bridge at Bell street, in the city of Ottawa, the tracks of the Canada Atlantic Railway Company.

557. (1) To settle upon a system of operating rules for the various railways subject to the jurisdiction of the board;

(2) Petition of the Railway Trainmen of Ontario, dated April 20, A.D. 1906;

(3) Discussion of the following subjects as set forth in circular letter of January 2, 1907:—

1. Railway accidents and precautions for preventing same.
2. Provisions for cleanliness, ventilation and health at passenger stations.
3. Supply of equipment and adoption of methods to insure more prompt and efficient service on railways.
4. Car supply for traffic originating on short local lines for carriage for long distances over other lines.
5. Mechanical appliances and fire-guards for preventing the setting or spreading of fires from locomotive engines, especially on the prairies.
6. Equipment of cars carrying lumber and similar commodities and rules regulating the same.

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7. Width of gates and planking at farm crossings.
8. Forms of orders for railway crossings.
9. Supply of ice at convenient points for the icing of refrigerator cars for shipment, and provision for re-icing the same in transit for export to the western provinces.

10. Compliance with section 216 requiring the wearing of badges by railway officials.

11. More careful compliance with section 231 of the Railway Act, respecting notices of delayed trains.

12. Compliance with section 215 of the Railway Act, requiring trains to be run according to schedule time.

13. Such other subjects connected with the management and operation of railways as it may then appear to those skilled therein desirable to discuss before the Board.

558. Application of the Commissioners of the Trans-continental Railway for an order, under section 177 of the Railway Act, 1903, granting leave to the applicants to cross the railway lines and tracks of the Canadian Pacific Railway Company (Quebec and Montreal Branch), by and with the lines and tracks of the National Transcontinental Railway by excavating under the lines and tracks of the said Canadian Pacific Railway and constructing a subway thereunder at a point on the said railway near St. Basile, in the county of Portneuf, in the province of Quebec, and rescinding order of the Board No. 1379, dated August 10, 1906.

559. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company to the Board for an order under section 130 of the Railway Act, 1903, for approval of amended location of its line of railway over lots 1969, 1970 and 1971, group 1, being unapproved portion of amended location of part of Similkameen section as approved by order of the Board, dated August 9, 1906.

560. Application of the Grand Trunk Railway Company, under section 178 of the Railway Act, for authority to expropriate certain lands, lots 474 and 475, estate of the late Honourable C. S. Rodier, St. Joseph's Ward, Montreal.

561. Application of the township of Hope, under the Railway Act, 1903, for an order rescinding or amending order of the Board, dated April 20, 1906, in *re* application of the Grand Trunk Railway Company of Canada for proposed diversion of the Lake Shore road, in the township of Hope, Ont.

562. Application of the Essex Terminal Railway Company, under section 177 of the Railway Act, 1903, for authority to construct its railway across the tracks of the Windsor, Essex and Lake Shore Railway Company, now constructed on the Gravel road, in the township of Sandwich West, county of Essex, province of Ontario.

563. Application of the Canadian Northern Ontario Railway Company, for leave to join the lines or tracks of the Canadian Northern Ontario Railway with the lines or tracks of the Grand Trunk Railway Company at Falding, in the township of Foley, district of Parry Sound, 7 miles south from Parry Sound.

564. Application of the James Bay Railway Company (Canadian Northern Ontario Railway Company), under section 177 of the Railway Act, 1903, for authority to place its lines or tracks under the lines or tracks of the Canadian Pacific Railway Company at Little Key river, in the township of Mowat, district of Parry Sound, Ont.

565. Application of the Grand Trunk Railway Company of Canada for an order amending the order of the Board, dated November 23, 1905, ordering the Grand Trunk Railway Company to place and maintain two flagmen at the intersection of College street, by the tracks of the Grand Trunk and the Boston and Maine Railway, in the village of Lennoxville, Que., by re-apportioning the cost so that the same shall be borne equally by the Canadian Pacific, the Boston and Maine, the village of Lennoxville, and the Grand Trunk, instead of one-half by the Grand Trunk, one-quarter by the Boston and Maine and one-quarter by the village of Lennoxville, as set out in said order.

566. Application of the St. John Railway Company, under section 177 of the



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Railway Act, 1903, for authority to cross with its tracks the railway lines or tracks of the Canadian Pacific Railway Company in the city of St. John, province of New Brunswick, on Rodney wharf (so-called) and on Union street; also for an order under section 194 of the Act, permitting the St. John Railway Company to place and maintain wires for the conveyance of electricity and electrical power across the Canadian Pacific Railway at the points specified.

567. Application of the Montreal Street Railway Company, under section 177 of the Railway Act, 1903, for leave to cross the railway tracks of the Canadian Pacific Railway Company at the point where the said tracks of the Canadian Pacific Railway Company intersect Papineau avenue, in the city of Montreal, in the municipality of Delorimier, province of Quebec.

568. Application of the Canadian Pacific Railway Company, under section 175 of the Railway Act, 1903, for authority to construct, maintain and operate a branch line of railway or spur in the city of Calgary, commencing at a point on its said centre line from the western boundary of Fourth street west, in the said city, and thence in a southeasterly and easterly direction across Tenth avenue and Sixth street west, to and along the lane between said Tenth avenue and Eleventh avenue to the western side of First street west, in the said city.



**APPENDIX D.**

**SUMMARY OF THE PRINCIPAL JUDGMENTS DELIVERED  
BY THE BOARD FROM APRIL 1, 1906,  
TO MARCH 31, 1907.**



**APPENDIX D.****SUMMARY OF THE PRINCIPAL JUDGMENTS DELIVERED BY THE BOARD FROM APRIL 1, 1906, TO MARCH 31, 1907.***Walker et al. v. The Toronto and Niagara Power Company.*

Two applications were made to the board, one by John H. Walker and William Tuck, the other by James W. Alway, for an order rescinding an order of the board authorizing a deviation from the located power line of the Toronto and Niagara Power Company, previously approved by the board.

By order dated March 29, 1904, the board approved the location of the line of the Toronto and Niagara Power Company from 3 to 38 miles from the Niagara river. This included the line across lots 7, 18 and 19, in the 3rd concession of the township of Grimsby. Each of the three applicants is the owner of one of these lots.

On April 15, 1905, the board authorized a deviation from the located line, as approved. This was the order sought to be rescinded. The new plans showed a different location, beginning at lot 15, in the 3rd concession of Grimsby, and extending across (among other lands) lots 17, 18 and 19, at an approximate distance on these three lots three-quarters of a mile from the previous location across them.

The applications to rescind the order of April 15, 1905, were based on the grounds that the Railway Act did not permit a double expropriation, and that the company was in reality not deviating from the original line sanctioned by the board, but was constructing an additional or branch line in connection with its original line.

Hearing at Toronto, November 7, 1905.

Judgment, April 12, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 190): Held (1) that the company's powers under its Act of incorporation (2 Edw. VII., Ch. 107, Dom.) were not exceeded by the construction of one line, as in the case of a company authorized to build between two termini or any specified number of lines.

(2) That the cases relating to deviations by railway companies do not apply.

(3) Without considering the jurisdiction of the board to make the orders respecting location plans, the applications must be refused.

*The Algoma Central and Hudson Bay Railway Company v. Grand Trunk Railway Company.*

This was an application by the Algoma Central and Hudson Bay Railway Company for an order, under sections 266 and 267 of the Railway Act, 1903, to compel the Grand Trunk Railway Company to enter into a joint tariff with it upon traffic partly over the Grand Trunk Railway and partly by a line of steamships of the applicant company.

The Algoma Central and Hudson Bay Railway Company operates a line of railway from Sault Ste. Marie northwesterly for about 70 miles, and also a line of railway from Michipicoten harbour, on Lake Superior, for a short distance. It uses and operates a fleet of steamers, passenger and freight, plying between Sault Ste. Marie and Michipicoten harbour, on the one hand, and points on Lake Huron and other inland waters reached by the Grand Trunk Railway on the other.

Section 276 of the Railway Act, as making the provisions of sections 266 and 267 extend to the traffic mentioned, relied upon.

Hearing at Toronto, April 17, 1906.

Judgment, April 26, 1906.

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Killam, Chief Commissioner (5 Can. Ry. Cas., 196); sections 253 and 271 relate solely to railway traffic, and not to traffic between a line of railway and water line.

A line of steamships operated by a railway company running to ports reached by the line or lines of another company does not constitute therewith a continuous route within the meaning of sections 266 and 267 of the Railway Act, 1903.

Application dismissed.

*The City and County of St. John v. The Canadian Pacific Railway Company.*

Application by the Municipality of the City and County of St. John, New Brunswick, for an order under section 187 of the Railway Act, 1903, directing the Canadian Pacific Railway Company to construct and maintain suitable gates over a street in the village of Fairville, and one in the village of Milford, where the Canadian Pacific Railway crosses these streets.

Hearings at St. John, April 18; and Ottawa, November 22, 1905.

Judgment, June 5, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 161): The railway company was ordered to construct and maintain gates over the street crossing in Fairville and to install an electric bell at the crossing in Milford.

Held, that the board has jurisdiction, under section 47 of the Railway Act, 1903, to order the municipality to contribute to the expense of protecting its highway crossings, as in the case of municipalities in other provinces. *City of Toronto v. Grand Trunk Railway Company*, 37 S.C.R. 232, referred to.

By later order of the board, dated June 14, 1906, the cost of installing, operating, and maintaining the gates of the Fairville street crossing was directed to be borne by the railway company, the wages of the day and night watchman employed at this crossing to be paid one-half by the municipality and one-half by the railway company; the cost of installing, operating and maintaining an electric bell at the Milford crossing to be borne by the railway company.

*Re Apportionment of Cost for Protection of Highway Crossings.*

Judgment of Chief Commissioner in the Almonte street crossings' application (June 15, 1906) ' . . . . . the usual practice of the Railway Committee of the Privy Council, which, before the constitution of the Board of Railway Commissioners, exercised jurisdiction respecting the protection of highway crossings, was to divide the cost of the protection of previously existing highway crossings by railways between the municipalities and the railway companies; that such has been the practice of this board, although it is recognized that no fixed rule can be laid down for determining whether the municipality should share the expense, or in what proportion it should do so. In a recent case, the jurisdiction of the Railway Committee to apportion such expense upon the municipality was upheld by the Supreme Court of Canada.'

*Niagara, St. Catharines and Toronto Railway—Thorold Street Crossings.*

This was an application by the Niagara, St. Catharines and Toronto Railway Company, under section 186 of the Railway Act, 1903, for leave to cross certain streets in the town of Thorold, in the township of Thorold, with its line of railway.

Hearing at Hamilton, May 8, 1906.

The town of Thorold opposed the application, contending that the applicant company's railway is a street railway or tramway, or is operated or to be operated as a street railway or tramway, and that leave could not be given to carry it across streets in the town without the consent of the town by by-law. Upon the evidence, it did not appear that the proposed branch line was a street railway or tramway, or intended to be operated as such. The applicant company's main line was constructed upon the company's right of way and did not run along the streets in Thorold, nor did its cars stop at street corners to take up or let off passengers, but only at its own stations.

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In the year 1902, by authority of the parliament of Canada and of the legislature of the province of Ontario, the applicant company acquired the property and undertaking of the Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company, Limited, a company incorporated under the authority of the legislature of the province of Ontario, for the construction and operation of an electric street railway, and the applicant company now operates the line of that street railway in and upon the streets of Thorold and elsewhere; but the branch line authorized by order of the board, and which the applicant company desired to carry across these streets, was to be taken from the main line of the applicant company's railway and not from the street railway system.

Judgment, Chief Commissioner, June 19, 1906.

The prohibition in section 184 of the Railway Act, 1903, is "against the authorization of the operation of a street railway or tramway along a high way. In the present case the application is for crossings only. In one case, the crossing is to be at an angle which would force the railway upon the street for a considerable distance, but it seems to be none the less a crossing. The evident intention of the Act is to require railway companies proposing to operate a street railway system, and to use the streets as their right of way, to procure the assent of the municipality for that purpose. The Act authorizes a company to carry its railway across streets by leave of the board, and the only qualification is that the consent of the municipality is required where the railway is a street railway or tramway which runs along, and not merely across, the street.

Held, that the application should be granted.

*Re The MacGregor-Gourlay Co., Limited, Complaint.*

This was a complaint by the MacGregor-Gourlay Co., Ltd., respecting the obstruction of South Water street in the town of Galt, alleging that the Grand Valley Railway Company had raised its tracks from ten inches to two feet above the level of the street in contravention of an agreement between the town and the railway company, entered into September 13, 1905.

Under this agreement, the company was required, amongst other things, to—

(a) macadamize 22 feet in width of the roadway where practicable—such work to be done in a manner satisfactory to the board of works, who were to have the power to direct what portion of the roadway of 36 feet in width should form the 22 feet to be macadamized;

(b) lay and maintain the top of the surface of the ties so as to be flush with the adjoining surface of the street; but where the track should be laid in or about the centre of the street, it was required to lay and maintain its rails so that the top thereof should be flush with the adjoining surface of the street.

The agreement also provided that any disputes were to be determined by the board of works of the town. The board caused its engineer to make an inspection of the line of the Grand Valley Railway Company along South Water street, and he reported that 'from the end of the bridge across the Grand river to the south end of the property owned by the Beers Tannery, the track along Water street is from 4 inches to 12 inches above the level of the street, so that access to the property on the west side of the street is cut off. . . .'

The engineer expressed the opinion that the company should put its tracks down to the level of the street, so that the owners of the property on the west side of the street might have unobstructed access to their property.

Under direction, the company was asked to advise the board whether it had since complied with the terms of the agreement between it and the town, and the clerk of the town notified that this had been done, with the additional notification that, under sections 186 and 187 of the Railway Act, 1903, the board has jurisdiction to direct that such works be executed or measures taken as appear to the board best adapted to remove or diminish the danger or obstruction arising or likely to arise from the

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railway company's tracks; and that the board is not bound in this respect by the decision of the board of works; but may, if the civic authorities allow the railway and the street to remain in such a condition as unduly to obstruct traffic, direct the town, instead of the railway company, to take the necessary measures for protection of the public.

June 25, 1906.

*In re Cockerline and Guelph and Goderich Railway Company.*

Robert J. Cockerline applied to the board for an order directing the Guelph and Goderich Railway Company to make him an undercrossing between the parts of his farm severed by the railway line. The facts are specifically set forth in judgment of the Chief Commissioner below.

Hearing at Stratford, May 28, 1907.

Judgment, June 26, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., pp. 3, 4 *et seq.*): The board made an order, upon the advice of its engineer, directing the Guelph and Goderich Railway Company to provide for R. J. Cockerline three farm crossings over its line through his farm, two level crossings and one under crossing. The railway company has applied to have this order set aside on the ground that the board has no jurisdiction to require it to make a farm crossing under its railway.

Section 198 of the Railway Act, 1903, requires that,

'Every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway for farm purposes. In crossing with live stock, the same shall be in charge of some competent person, who shall use all reasonable care and precaution to avoid accidents.'

In the case of *Armstrong v. James Bay Railway Company*, 7 O.W.R. 75, 12 O.L.R. 137, Sir Wm. Meredith, C.J., expressed the opinion that the first subsection of section 198 did not apply to a passage-way under the railway track; he referred particularly to the provision requiring live stock, when crossing, to be in charge of a competent person, as indicating this view.

In this connection it seems well to refer to section 191 of the Railway Act of 1888, by which

'Every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway by farmers' implements, carts and other vehicles.'

That required crossings to be made 'convenient and proper' for the purposes specified.

In *Reist v. Grand Trunk Railway Company*, 6 U.C.C.P. 421, Draper, C.J., expressed the opinion that, under 14 and 15 Vict., Ch. 51, sec. 13, requiring a company 'to erect and maintain' (among other things) 'farm crossings for the use of proprietors of lands adjoining the railway,' the expression 'farm crossing' might include 'a passage across and upon the railway itself—a crossing at grade, or a bridge over, or a tunnel under the railway,' adding, 'I observe nothing in the Act which necessarily excludes either of these interpretations.'

The language of the first subsection of section 198 is much changed. The crossings are required to be 'convenient and proper for the crossing of the railway for farm purposes.' In *Armstrong v. James Bay Railway Company*, 7 O.W.R. 715, 12 O.L.R. 137, the learned Chief Justice indicated a doubt as to the power of the board, under the second subsection of section 198, to require a company to provide an undercrossing.

Apart from the reference to live stock, in the first subsection, I should feel no difficulty in agreeing with the view taken by Draper, C.J., in *Reist v. Grand Trunk Railway*, and in applying that to the construction of section 191 of the Act of 1888.

In construing section 198 of the present Act, we should, I think, start from the position that the previous law required undercrossings, if other convenient and proper



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ones could not be obtained. Subsection 2 is wide enough in its terms to include undercrossings. It gives the board power to order a company to provide a suitable farm crossing, and to order and direct how, when and where it shall be constructed.

The principal argument against that view is that the word 'across' means 'over,' or 'on the surface of.' In Webster's Dictionary the word is defined as meaning 'from side to side,' 'athwart,' 'crosswise,' 'quite over.' The latter expression certainly does indicate something above, but the other equivalents do not. Usually, resort must be had to the context. We may go across a river upon a bridge, by boat, by swimming, or by a tunnel underneath the water. A net or a rope may be properly said to be stretched across a river although underneath the water. The word 'across' is equally applicable in any case.

In section 184 of the Railway Act, 1903, authority is given to carry a railway 'upon, along or across' a highway.

By section 186 authority is given, on any application for leave to construct the railway 'upon, along or across' a highway, to order it to be carried over or under the highway. The section makes it clear that in crossing, the highway may be placed under the railway, or the railway under the highway; but the undercrossing and the overcrossing equally are included under the expression 'across.'

Section 197 of the Act speaks of drainage or drainage works 'upon and across the property of the landowners,' and 'upon and across the railway and lands of the company.' Having reference to the subject, drains underneath the property or railway would naturally be considered as included, and this is obvious by the latter part of the section providing that 'no drainage works shall be constructed or reconstructed upon, along, under or across the railway or lands of the company,' &c.

In the present case, the railway is carried across Mr. Cockerline's farm upon a high embankment constructed for the purpose, any crossing over which would be inconvenient. I do not think that the so-called level crossings alone would be considered to be 'suitable.'

Some attempt was made upon the hearing of the application to show that Cockerline, in conveying the right of way to the railway company and agreeing upon a price therefor, intended to release the right to a farm crossing, or farm crossings, and to accept compensation for their loss.

To my mind, the evidence establishes directly the contrary, and that Cockerline acted under assurances calculated to lead him to believe, and which did lead him to believe, that his application to the board for an under crossing would not be prejudiced by the execution of the conveyance and acceptance of the purchase money.

Under all the circumstances, it appears to me that the order should be affirmed, with costs to be fixed by the secretary of the board.

*Re Complaint of Staunton's, Limited, Toronto.*

This was a complaint by Staunton's, Limited, of Toronto, against the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, alleging that the freight rates charged by these companies on wall paper shipped from Toronto to points in eastern Ontario and in the provinces of Quebec, New Brunswick and Nova Scotia, were excessive and discriminatory in comparison with the rates in effect upon similar merchandise carried in the opposite direction; and complainants applied for an order disallowing the present east-bound rates on their goods and restoring those in effect prior to November 15, 1905.

Hearing at Toronto, May 9, 1906.

Judgment, Chief Commissioner, June 28, 1906.

The board considers that the long continued existence of the former tolls affords strong evidence of their reasonableness, and that it does not appear that there has been any change of circumstances, or that there is any sufficient reason for the changes recently made in those tolls; that the charging of higher tolls for the traffic in question from Toronto eastward than are charged for similar traffic from Montreal and

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other points westward constitutes an unjust discrimination against the Toronto shippers, and that these tolls should be equalized.

Order of board, July 31, directing that the said companies reduce their tolls for the said east-bound traffic from Toronto to Montreal to those in the tariffs for similar west-bound traffic between the same points; that the tolls to Montreal be not exceeded to Ottawa, nor to intermediate points; and that the tolls to points east of Montreal be reduced by the amount of the said reduction to Montreal. Also that the tariffs to be made under the order come into force not later than September 10, next.

*P. C. Patriarche and Burlington Canning Co., v. The Grand Trunk Railway Co. and The Hamilton Radial Electric Street Railway Co.*

This was an application, under sections 253 and 271 of the Railway Act, 1903, to compel an interchange of traffic between the two railways.

The Hamilton Radial Electric Street Railway Company was incorporated by Act of the legislature of the province of Ontario. Its undertaking and railway have never been declared by the parliament of Canada to be a work for the general advantage of Canada, or for the advantage of two or more of the provinces.

The Grand Trunk Railway was, by the Railway Act of 1888, declared a work for the general advantage of Canada, and subject to the legislative authority of the parliament of Canada.

The Act of 1888 was repealed upon the coming into force of the Railway Act, 1903. By section 7 of the latter Act,

'Every railway, steam or electric street railway or tramway, the construction or operation of which is authorized by a special Act passed by the legislature of any province, now or hereinafter connecting with or crossing a railway which, at the time of such connection or crossing, is subject to the legislative authority of the parliament of Canada, is hereby declared to be a work for the general advantage of Canada in respect only to such connection or crossing or to through traffic thereon or anything appertaining thereto, and also to the provisions set forth in this Act relating to offences and penalties, navigable waters and criminal matters, and this Act shall apply to that extent only.'

Some years before the coming into force of the Railway Act, 1903, a physical connection was made between the two railways, but no order was obtained authorizing such connection either under section 173 of the Railway Act, 1888, or section 177 of the Railway Act, 1903, although a crossing had been authorized by the Railway Committee of the Privy Council in 1897.

Hearing at Hamilton, May 9, 1906.

Judgment, June 28, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas., 200): Held, that parliament has the incidental power to determine the terms upon which a railway, not otherwise subject to its legislative authority, may connect with or cross one that is so subject, and the obligations between the companies concerned.

British North America Act, section 91 (10) and (c), and section 92 (29), sections 306 and 307, Railway Act, 1888, and section 7, Railway Act, 1903, referred to.

Held, that such connection being illegal, no order should be made. An application to authorize the connection, under section 177 of the Railway Act, 1903, must first be made.

*The Guelph and Goderich Railway Co. v. The Guelph Radial Railway Co.*

The Guelph and Goderich Railway Company applied under section 177 of the Railway Act, 1903, for leave to construct and operate its railway across the railway of the Guelph Radial Railway Company on the Elora road, outside the limits of the city of Guelph.

The Guelph and Goderich Railway Company was incorporated by an Act of the parliament of Canada, 4 Edward VII., chapter 81, assented to June 6, 1904. A plan

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showing the location of its line across the Elora road, outside the city of Guelph, was approved by the board on July 2, 1904, filed in the Registry Office on July 8, 1904, and notice of the proposed location published in local newspapers in August, 1904.

This application was filed on August 16, 1905, and an order was made giving leave to the Guelph and Goderich Railway Company to cross the highway at that point, on October 18, 1905.

On the 25th May, 1905, by 5 Edward VII., chapter 91, the Guelph Radial Railway Company was empowered to build and operate an extension of its railway on the Elora road, outside the city of Guelph. Its location had been authorized by a by-law passed by the council of the county of Wellington on June 4, 1904.

Hearing at Stratford, December 4, 1905.

Judgment, July 5, 1906.

Killam, Chief Commissioner (5 Can. Ry. Cas. 180): Held, that the location and operation of the Radial Railway Company had, under the circumstances, become authorized on May 25, 1905, and was prior to that of the applicant company, and that, following the usual course, the applicant company must be at the expense of the crossing and maintenance of any necessary protection.

*Ruling re Erroneous Rate Quotations.*

Chief Commissioner, July 31, 1906:—

The board is appointed to enforce the Railway Act—not ordinary contracts. In my opinion, the board should recognize as valid only the tolls set out in the tariffs authorized by the Act, and it should not assume to interfere with charges made in accordance with such tariffs on the plea that lower rates were quoted by a company's agent. Such a practice would open the door to rebates and preferences.

If parties have any right to relief in such cases, they should seek it in the ordinary courts on the ground of breach of special contract or of misrepresentation.

The Act giving the board jurisdiction respecting rates of express companies does not apply to past transactions, and the functions of the board will be confined to the approval of tariffs for the future and dealing with tolls under them.

Chief Commissioner, September 19, 1906.

*Re Grand Trunk Pacific Right of Way at Clover Bar, Alberta.*

Complaint was made to the board respecting the methods adopted by agents of the Grand Trunk Pacific Company for the acquisition of lands for the company's right of way.

Held, Chief Commissioner, October 9, 1906, that the subject-matter of the petition is one over which the board has no jurisdiction; that, under the Railway Act, 1903, upon approval of its location plans, a railway company is entitled to acquire its right of way either by voluntary conveyance from the owners of the necessary lands or by expropriation proceedings. The Act gives to the Board of Railway Commissioners no authority respecting either method of acquisition of these lands. If parties are induced by unlawful misrepresentation or duress to part with their lands on unfavourable terms, they must seek their redress in the ordinary tribunals. The proceedings for expropriation are set out in the statute, and the board is given no authority over either the procedure or the amount of the compensation.

*Re Postal Cars.*

Judgment, Chief Commissioner, October 10, 1906:

I am not at all clear that the board has jurisdiction to compel railway companies to alter their ordinary practice in regard to the respective locations of mail and baggage cars. Possibly the jurisdiction may exist under section 212, subsection 2, of the Railway Act, 1903; but, even if there is such jurisdiction, I do not think that the board should interfere with the discretion of railway officials upon this point.

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It is not easy to determine whether there is materially greater danger to parties in the first than there is to those in the second car.

Even if greater consideration should be given to those who are not employees of the railway company, there does not appear to be any reason for giving preference to mail clerks over the employees of express companies.

*In re Highway Crossings.*

Statement of facts taken from judgment of Chief Commissioner:

During the official trip of the board in western Canada in the summer of 1906, a number of applications were brought before it in respect of street crossings over railways in the province of Alberta. One of these related to a large number of crossings in the city of Calgary over the line of the Canadian Pacific Railway Company. This was settled by agreement between the city and the railway company, and an order, in conformity with the agreement, was issued later.

Another was an application by the town of High River for an order directing the Canadian Pacific Railway Company to provide and construct a suitable highway crossing where its railway intersected Fourth street in that town. The application alleged that there was no railway crossing between the Calgary and Macleod trail and Seventh street according to a plan which showed Fourth street as lying in the intermediate space, and that the opening of Fourth street was necessary for the proper enjoyment of the use of the streets of the town and for the safety of the inhabitants.

A third was the application of the town of Olds for leave to construct certain highways across the railway of the Canadian Pacific Railway Company's Calgary and Edmonton branch at Olds, to join and connect certain main streets lying on each side of the railway.

While this application alleged the previous existence of certain crossings upon the lines of certain main streets, known as Second and Third streets, it further alleged that the only legal crossing which the town had at the time of the application was at the extreme north end of the town, which was north of either of the streets named.

A fourth was that of the town of Didsbury, for an order, 'under the provisions of the Railway Act, 1903, respecting highway crossings, being sections 184 to 191, inclusive, and particularly under section 187, directing the Canadian Pacific Railway Company to construct and provide a suitable crossing, and to maintain the same perpetually where the continuation of Hespeler street, in the said town of Didsbury, if continued easterly, without the obstruction being placed thereon by the Canadian Pacific Railway Company, would cross the said railway company's right of way.'

The application alleged that Hespeler street in Didsbury, 'for some years past, and until it was obstructed by the said the Canadian Pacific Railway Company on or about the 1st day of August, 1906, was a highway, and was used as such by the public.' It further alleged an express agreement between the railway company and the town for making Hespeler street a perpetual highway across the railway, and that the town had, at the request of the railway company, improved Hespeler street upon the company's right of way, and had expended a considerable sum of money in doing so; that the railway company had placed a large quantity of earth upon Hespeler street where it crossed the company's right of way, and that the town had used and employed this earth in further grading and improving the street at the request of the railway company; and that the railway company had indicated by a sign that there was a highway crossing over the railway at that point; and setting forth other circumstances as showing the importance, in the public interest, of having a highway crossing at Hespeler street.

The application further alleged that the railway company had recently obstructed the crossing at Hespeler street and deprived the public of the use and enjoyment thereof.

A fifth application was made by the village of Leduc for a street crossing over the Calgary and Edmonton branch of the Canadian Pacific Railway Company at Mill

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street. In answer to this application, the Canadian Pacific Railway Company submitted a plan of the town site and existing crossings at Leduc, pointing out that, 'from the plan it will be seen that there is already a crossing at the point known as "Edmonton Trail," another nearly opposite Main street, and a third about 1,600 feet south of the latter.'

Upon examination of the locality by an engineer of the board, he reported that he had inspected the site of the proposed crossing in company with the overseer and principal business men of the village, and that 'the overseer and the others agreed that, if the village has to build and maintain the crossing, it would be just as well for them to build a road along the east side of the railway from Mill street north to Main street, and cross there where there is already a crossing.'

Subsequently, the village presented to the board a formal petition with reference to the crossing at Main street, setting out that what was and is sought was the making permanent of a crossing at Main street, which crossing is and always has been the most commonly used access to the railway station.

In the case of High River, negotiations took place between the town and the railway company which did not result in a complete agreement, but served only to indicate the respective positions of the parties. The town desired, in addition to the crossing at Fourth street, to have the passenger station of the company removed to the neighbourhood of that crossing, and offered, in consideration of these advantages, to pay a certain sum towards expense of such removal, and to procure for the railway company a piece of land for the prolongation of its yard at the town in a southerly direction. The company claimed to be bound by an agreement with a private party which prohibited it from removing the station to the desired position, and objected to the establishment of a street crossing at Fourth street, but offered to allow a crossing to be established at Third street and to remove the station to the neighbourhood of that crossing, provided the town would procure for the company the proposed lands, and would close the admittedly existing highway crossing over the railway at Seventh street. The town refused to accept the condition for the closing of the crossing at Seventh street.

In the case of the town of Olds, the railway company offered a crossing at Second street, with an extension of Railway street (which runs parallel with the railway) to Seventh street, and another crossing on Seventh street. The town was willing to limit its request to a crossing at Third street and one at Seventh street, with the extension mentioned.

Didsbury is not a town, but a village municipality, established under the ordinances of the Northwest Territories. Counsel for the village claimed that a public highway had been established at Didsbury by dedication of the railway company, after the construction of the railway. It was not suggested that any public highway had existed at that point before the railway was constructed. The contention on behalf of the railway company, was that it was incompetent for the company to establish a highway by dedication without leave of the Railway Committee of the Privy Council under the legislation preceding the Railway Act, 1903, or of the board since its establishment. Counsel for the village argued that the railway company could so dedicate without leave.

In the case of the Leduc application, which is also a village established under the ordinances of the Northwest Territories, counsel for the railway company submitted an offer to allow a crossing to be authorized at Main street, as well as another at Douglas street, in the village, upon the condition that it should be ordered that, in case of any protective measures or appliances being required at the crossing in the future, the cost thereof should be borne by the village. It was claimed, on behalf of the village, that it had for a long time a crossing at Main street, and that the village ought not to be now bound to bear such expense.

Judgment, Chief Commissioner, November 6, 1906.

. . . . . In connection with these cases it appears to be desirable to consider the functions of the board with respect to railway and highway crossings. Sec-

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tion 184 authorizes the board to grant leave to a railway company to carry its tracks upon, along, or across an existing highway. Section 186 lays down a method of procedure 'upon any application for leave to construct the railway upon, along or across an existing railway,' and authorizes the board to grant such application upon such terms and conditions as to protection, safety, and convenience of the public as it may deem expedient, or to order that the highway be carried over or under the railway, and works to be executed or measures taken to remove or diminish the danger or obstruction arising or likely to arise therefrom; and section 187 confers upon the board the power, in the case of a railway already existing upon, along, or across a highway, to make any order in respect thereto as in the previous section provided.

Other provisions of the Act impose upon the railway company specific duties with reference to highways, or assign to the board certain specified powers with respect thereto; and the board, under the general jurisdiction given by section 23, is empowered to compel railway companies to observe the duties cast upon them by such provisions of the Railway Act.

As I have previously had occasion to point out, the board is a creature of the statute, and has only the powers given to it by statute. While constituted a court for the purpose of exercising the jurisdiction conferred upon it, the board is not a court for the determination of all questions arising between the public or individuals and a railway company. The board has no general jurisdiction to determine whether a public right of crossing over a railway exists; but, in cases in which it is called upon to exercise the powers specifically conferred upon it with respect to highways, or its jurisdiction to enforce performance of the duties of railway companies with respect to highways, it has, incidentally, the power to inquire and determine whether, in fact, a right of crossing does or does not exist at a particular point.

For two or three years the public were in the habit of crossing the railway upon the line of Hespeler street in Didsbury, and this was facilitated by the grading of a street line upon the company's right of way outside the rails and by planking at and between the rails. This work has been undone and the crossing so obstructed that the public cannot now cross. It appears to me, that, if there is a public right of crossing at that point, the board has jurisdiction, under sections 186 and 187 of the Act, to direct that such measures be taken as to enable the public to cross there safely and conveniently, and that, for the purpose, the board has jurisdiction to determine whether the right of public crossing exists.

The Railway Act, 1903, nowhere prohibits in express terms the construction of a highway, or the giving of a public right of crossing over a railway, without the leave of the board; but it appears to assume that, for some purposes, such leave is necessary. I take it to be assumed that, without some provision therefor, a municipality or other body having power under the local law to open a highway across private property without the consent of the owner, could not open such across property dedicated by authority of the parliament of Canada to the purposes of a railway; and it appears to me that the provisions of section 186 are intended, in part, to afford the means of enabling such municipality or body to do this where the public interests require it. But, in my opinion, this clause enabling the board to give leave for the construction of a highway across a railway, was not intended to provide a means by which private individuals, or bodies not otherwise possessed of power to open highways, could do so.

In this connection the question naturally arises whether the steps to open such a highway must be taken by the municipality or other body in accordance with the law generally applicable to the opening of highways, and whether compensation has to be given and determined according to such law.

I have never hitherto been called upon definitely to determine that question, which is by no means a simple one. Hitherto, without careful consideration, I have expressed an inclination to the view that the local law is applicable. On further consideration, however, I doubt this; but, in view of the fact that the point is, so far as I know, wholly unsettled by authority, and of my having previously used expressions which may have induced parties to consider the question to be settled so far as this

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board is concerned, I would be ready to receive any argument upon the point which any one might desire to offer. It is very probable that parliament intended the whole matter to be settled by this board, and all the conditions in respect of compensation, as well as of procedure, construction, and precautions, to be determined by the board. Section 36 gives to the board general power to impose terms in making an order, and the provisions of section 47 appear capable of application to such a case without undue straining of language. The board has already decided that it is not bound to grant compensation to one railway company for the crossing of its line by the railway of another company; and the same principle might well be applied in cases of highway crossings.

But it should be observed that the power of the board in this respect is to give leave. The board is not authorized to direct or compel railway companies to construct or make highways across their lands where a public right of crossing does not already exist by law, though it may give leave to a company or to some other bodies, on some terms, to do so.

In the Didsbury case, counsel for the railway company cited the remarks of Hon. Mr. Blair, when Chief Commissioner, in an application made by the city of Calgary, in 1904, reported in volume 10 of the reports of proceedings of the board, at page 4527, as follows:—

‘Hon. Mr. Blair: Your legal position I cannot think would be very much improved or strengthened by reason of what has transpired; without an order of the Railway Committee of the Privy Council, or without an order of this board, you have no legal right whatever to cross those tracks, notwithstanding, or no matter what may have been the understanding between you, or the agreement between you, or the user which has taken place, and no matter what dedication may have been made. The matter of dedication of a highway there would be a totally distinct and separate thing from the legalizing of the use of the right of way, or that portion which is occupied by the tracks of the railway company for the purposes of a public highway. You have got to have that authority or else you have no legal ground upon which to stand.’

Upon a previous citation in another case of these remarks, I expressed myself as being inclined to the same view. Counsel for the village, however, argued strongly for the power of the railway company to dedicate a portion of its right of way for use as a public highway without the leave of the Railway Committee or of this board. Upon a reference to Canadian authorities I do not find that the contention of the railway company is as well supported as I was inclined to think at the time of the hearing. *Guthrie v. Canadian Pacific Railway Company*, 31 S.C.R. 155, and *Grand Trunk Railway Company v. Valliear*, 2 Can. Ry. Cas. 245, 3 Can. Ry. Cas. 399, 7 O.L.R. 364, related to private rights; and *Grand Trunk Railway Company v. Valliear* was so distinguished in the Court of Appeal.

The expressions used by Hon. Mr. Blair and myself may have led counsel for the railway company to omit careful examination or argument of the question; and counsel for the village did not discuss the Canadian cases or the terms of the Railway Acts. It appears to me desirable, therefore, that, before the board makes a definite decision upon this important question, an opportunity should be given to the parties to present such further arguments in writing as they may desire; and, in this connection, it would be desirable that further consideration be given by counsel to some other questions, such as the sufficiency of the evidence to warrant an inference of an intention on the part of the railway company to dedicate, and the power of the Canadian Pacific Railway Company to do so in respect of the line of the Calgary and Edmonton Railway Company; and the board should be furnished with evidence of the relations of these two companies respecting the line. I understand that the line is under lease to the Canadian Pacific Railway Company, which may have no power to dedicate any portion of the land of the Calgary and Edmonton Railway Company as a public highway, even if it could so dedicate a portion of its own land; and circumstances which would warrant the inference of a dedication by the company whose officials are operat-

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ing the railway, might be quite insufficient to warrant such an inference as against the lessor.

Towns and villages along the line of the Calgary and Edmonton Railway owe their existence to that railway. Necessarily they must submit to many inconveniences inseparable from such a situation. Where the board exercises a discretionary power to determine at what points on such a railway street crossings shall be opened, it is obliged to consider the relative convenience of the public and the railway company as well as the public safety: The efficient operation of the railway is a matter of importance to the public generally and to the residents of the particular locality dependent upon it. It is particularly incumbent upon the board to protect the public from the dangers attending such crossings; and in the performance of this duty, it must be on its guard against being too readily influenced by the insistence of those desiring relief from present inconvenience and led by self-interest to minimize the danger.

An examination into the position at High River indicates the importance to the community of a street crossing near the business centre of the town. It is admitted that the town was laid out by the original promoters of the railway, who, therefore, are, in some measure, responsible for the situation which has developed; and the company at present operating the railway must, for an application of the kind in question, be treated as affected by this responsibility. On this ground, it appears to me that there should be a crossing at Third street upon the terms agreed to by the town, which appear to afford reasonable compensation to the railway company. Under the circumstances of the town and the probability of its growth westward, the closing of Seventh street should not be insisted upon.

As regards Olds, the situation appears to be much the same. The convenience of the community, it appears to me, demands the crossing at Third street; but, for the present, I do not think that more should be allowed, or that the southern crossing offered by the railway company as a condition of being relieved of the crossing at Third street should be authorized.

At Didsbury, the promoters of the railway laid out the town site on one side of the railway only, retaining, in one block, land lying along the other side of the line. They held out no inducement to the growth of a town or village to the east of the railway. Such growth as has arisen there, is upon land thus separated from the railway and the town on the western side. The village is much smaller than High River, and the importance of a crossing at a particular point is not so great. The public have not long been accustomed to regard the crossing at Hespeler street as an open one. If there were no question of the existence of a public highway at Hespeler street, but the case was submitted merely to the discretion of the board, I would not be in favour of authorizing the crossing at that street. If the railway company will so place the warehouses on the east side of the track as to be convenient to the crossing at Waterloo street, that crossing should, in my opinion, sufficiently answer the needs of the village.

It does not appear that the village has full power to open highways. Apparently this power was not given by the ordinances under which it was constituted. We have been referred to a late statute of the province of Alberta, the terms of which I have not yet had an opportunity of learning. Unless the village has such power, I do not think that this board can authorize the village to open a highway over the tracks of the railway company against the will of the company, although the board might empower the company to open such a highway if it was willing to do so.

As to Leduc, I think that the company ought to open Main street at least, unconditionally, leaving the question of protection for future consideration when the necessity arises. The company expressly indicated the crossing at Main street as open in answer to the application for the making of a crossing at Mill street. If the company is unwilling to do this, the matter is open to the same difficulty as in the case of Didsbury, though, upon its appearing that the locality has become incorporated as a town, an order might be made. If, upon further consideration of the Didsbury application, it should appear to the board that, without leave, the company could dedicate a strip across its land as a public highway, and the company is unwilling to



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allow the crossing at Main street as suggested, the village should have an opportunity of showing the existence of a public highway across the railway at that point.

Orders issued accordingly in the cases of the applications of the town of High River and the town of Olds.

NOTE.—The parties have been asked to submit further arguments in writing in respect of the question of the power of a railway company to dedicate a portion of its right of way for use as a public highway without authority of the Railway Committee of the Privy Council, under the Railway Acts, previous to the establishment of the board, or of the board since its organization.

*High River Case.*

Judgment in concurrence, Mr. Commissioner Mills.

I cannot help feeling that when a company, running a line of railway through a locality, fixes upon a place for its station and lays out a town site on both sides of its tracks, providing for streets running through the town (across its railway), and prohibiting the people who may settle in the town and use the said streets, from crossing the said railway within the limits of the railway yard, varying in length from one-third to one-half a mile or more, it (the said company) thereby creates an unreasonable and intolerable business condition, such as no class of people, whether living in the town or going there to do business, should be asked to submit to.

The unreasonableness of the prohibition above referred to is shown by the fact that in nearly every such instance the local railway officials allow people on foot to pass illegally across the railway tracks within the prohibited limits, as the members of the Railway Commission, their officials, and many others did on the day of the recent visit of the commission to the town of High River; and in not a few such places, vehicular traffic is allowed to pass illegally across the right of way and over the tracks within the prohibited limits, because the prohibition is felt and tacitly acknowledged by the railway officials themselves to be unfair, if not altogether indefensible.

For this intolerable business condition, the railway company is primarily responsible; and the people who, with knowledge of the facts, settle in a town where such a condition exists, are perhaps to some extent also responsible, in so far as they thereby tacitly agree or consent to work and live where such condition is imposed.

Therefore, I am of opinion that, in such cases, some measure of relief should be granted, and that the railway company should bear, say, one-half of the expense of providing such relief.

All rail-level crossings involve more or less danger, farm crossings, highway crossings, street crossings over single tracks in cities, towns and villages, and street crossings over two or more tracks within the limits of railway yards, some close to stations and others at greater or less distance therefrom. Nevertheless large numbers of each of these kinds of crossings are found all over the country, because public opinion (the law-making power) long ago decided and still maintains that such crossings are absolutely necessary. I admit that rail-level crossings through a railway yard are specially objectionable and should be avoided as far as possible; but, on account of the intolerable condition above described, the need for such crossings has been so great that, notwithstanding the danger, they have been made in nearly every town or village (not to speak of cities) through which a railway passes in the older provinces; and it appears to me that the Board of Railway Commissioners, especially on account of the increased and ever increasing length of railway yards, is now and will hereafter be under obligation to grant such crossings in response to reasonable applications and appeals by the business people of the country, until such time as there is special legislative provision for distributing and in some way defraying the expense of subways, overhead bridges, or other special forms of protection at many, if not most, of the crossings in our cities, towns and villages.

Further, rail-level crossings, especially crossings through a railway yard, cause a certain amount, possibly a considerable amount, of inconvenience to a railway com-

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pany. This is admitted. Nevertheless I think it is manifest that such crossings must continue to be made until, as above suggested, there is special legislative provision for the construction of subways or overhead bridges at crossings which cannot be properly protected by the ordinary and less expensive methods. At present the question is who shall bear the inconvenience, the public or the railway companies? My opinion is, first, that the inconvenience should be equitably divided; and, second, that no class of people in any city, town or village should, in the transaction of business or the discharge of social or civil duties and obligations, be compelled to walk or drive unreasonably long distances in order to cross the right of way and track or tracks of any railway company.

In speaking of the Calgary and Edmonton Railway, I may say that I do not question the correctness of the statement that 'the towns and villages along the line of the Calgary and Edmonton Railway owe their existence to that railway'; but, I might ask if it is not equally true that the Calgary and Edmonton Railway owes its existence and its manifestly profitable traffic to the said towns and villages and the trade of the farmers who use the streets thereof.

I admit also that the board should 'consider the relative convenience of the public and the railway company, as well as the public safety,' and should not forget that 'the efficient operation of the railway is a matter of importance to the public generally, as well as to the residents of particular localities dependent upon it'; but the experience of railway companies and of the public generally in the older provinces of the Dominion goes, I think, to show that the interests of neither the one nor the other have been seriously sacrificed by granting the residents of particular localities reasonable facilities for doing business on the opposite sides of the lines of railway which pass through the cities, towns or villages in which they live.

I do not attach much importance to the insistence of those who seek relief; but I desire to give due weight to the facts in each case; and I never can bring myself to think that the board, on any mere theory of inconvenience to the railway company or from a desire to meet the wishes of the general public for more rapid transportation, is justified in allowing a railway company to create and maintain unreasonable or intolerable business conditions in any city, town or village through which it passes; and while I do not desire to minimize the danger of crossings through railway yards or elsewhere, I would venture the statement that most of the accidents on the railways in this country are due, not to crossings, but to collisions of various kinds on the railways, and to carelessness or recklessness in shunting, which results in the death of so many railway employees.

Therefore, my opinion is that the municipality of High River should be authorized to cross the right of way and track or tracks of the Calgary and Edmonton Railway Company on Third street in the said town as soon as it obtains and transfers in fee simple to the said company, the plot of land agreed upon between the company and the municipality, all as per agreement between the parties; and that Seventh street, in the said town, should be kept open and maintained as heretofore for the use of the public in that locality.

November 10, 1906.

#### *Didsbury Case.*

Judgment in dissent, Mr. Commissioner Mills.

#### *Findings—*

That the Calgary and Edmonton Railway Company graded and planked the railway crossing on Hespeler street, Didsbury, Alta., opened the said crossing, and maintained it during a continuous period of about four years, for hauling freight to and fro between the village on the west side of the railway and the freight tracks or sidings on the east side of the main line, and for general use by all who cared to travel to and from the east side of the railway, whether the residents of the village on the west side,

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the property holders on the east side, or the farmers and others in the country lying east, northeast, and southeast of the village.

That during the time that the crossing on the said street was in use, and without any kind of notice or intimation that it would ever be disallowed or closed, some seventy lots of land were bought on the east side of the railway, in what is now called Lacknerville, or Didsbury East. These lots, it appears, were bought and some houses were built in good faith and under the undoubted impression that on Hespeler street there would continue to be, as there had been, a regular public crossing over the railway, open at all times for the use and convenience of those who might wish to pass to and fro between their property on the east side and their place of business in the village on the west side of the railway.

That the owners of the said lots, with or without houses, have vested rights which they acquired on the faith that the railway company would continue to do as it had done regarding the said Hespeler street crossing, which crossing the company had itself established, maintained, and allowed the public to use without let or hindrance for a period of four years or longer.

*Expressions of Opinion—*

No doubt the railway crossing on Hespeler street did, when in use, and will, if restored, involve two things:

- (1) Some danger to the travelling public in that locality.
- (2) Some inconvenience to the railway company.

All rail-level crossings involve more or less danger—farm crossings; highway crossings; street crossings over single tracks in cities, towns and villages; and street crossings over two or more tracks within the limits of railway yards,—some close to stations and others at greater or less distance therefrom. Nevertheless large numbers of each of these kinds of crossings are found all over the country, because they are regarded as absolutely necessary; and they must, in my opinion, continue to be made, with or without protection and notwithstanding the danger, until such time as special legislative provision is made for defraying the cost of subways or bridges at crossings which involve serious risk. This, I take it, is the reason why the Railway Committee of the Privy Council allowed and legalized hundreds of more or less dangerous rail-level crossings on streets and through railway yards in the cities, towns and villages of the Dominion.

Further, every rail-level crossing, especially a crossing through a railway yard, causes a certain amount, possibly a considerable amount, of inconvenience to the railway company; and, after carefully considering the whole situation and circumstances, I am of the opinion that this inconvenience, like the danger above referred to, must continue until legislative provision is made for subways or overhead bridges at such crossings as cannot be satisfactorily protected by the usual means now in use. At present, the question is, who shall bear the inconvenience, the public or the railway companies? My opinion is that the inconvenience should be equitably divided: on the one hand, the railway companies should not be embarrassed by too many crossings through their yards—municipalities should not, in some instances be given all the crossings they ask for; and, on the other hand, no class of people in any city, town or village should, in the transaction of business or the discharge of civil and social duties or obligations, be compelled to walk or drive unreasonably long distances in order to get across the right of way and track or tracks of a railway company.

In my opinion, the aim of the commission should be, not to restrict, hamper or embarrass the business community by refusing or closing such railway crossings as reasonable convenience demands, but to provide protection at dangerous crossings and endeavour to distribute as equitably as possible the cost of such protection.

The distribution of the cost of protecting a railway crossing must always depend upon the facts and circumstances: Who created the necessity for the crossing? Who is responsible for the facts and circumstances which have made the demand for the crossing a reasonable one? Who is or are served by the crossing—the railway

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company alone, the municipality alone, or both, or the railway, the municipality and the outside, surrounding public? What has caused the danger that makes the protection necessary—increased traffic on the railway, the running of fast through trains, or the growth of population and industries in the municipality?

I had stated my views *re* the distribution of the cost of protecting certain crossings in the village of Didsbury; but out of deference to the opinion of the Chief Commissioner, I decided to leave that question for future consideration—to be settled when the occasion arises—and shall deal only with the application for the re-opening of the crossing on Hespeler street in the said village.

In reference to this application, I may say that, for reasons which were obvious, though not openly avowed at the hearing, the railway company did not, in the case of Didsbury, lay out and sell any portion of its land on the east side of its line of railway, and did not thus contribute to any inconvenience which might result from a lack of crossings over its railway in the village; but, as already stated, it laid out the village on the west side of its line, placed its freight shed and freight sidings on the east side of its line, and established a regular crossing over its tracks on Hespeler street in the said village. For a period of four years or longer, the said Hespeler street crossing was used, not only for the business of the company, but for all kinds of traffic—village and farm traffic alike—without let or hindrance from the company, or any kind of intimation that the said crossing would ever be closed; and the evidence shows that, under the impression that on Hespeler street there would continue to be, as there had been, a regular public crossing, a number of people bought lots on the east side of the line, some of them built houses there, and others spent a considerable sum of money on Hespeler street, east of the line, in order to improve the road leading up to the crossing on the said street. Then, after a number of people had thus acquired rights on the east side of the railway, the railway company, without notice, closed the crossing on Hespeler street and opened another which it thought would better serve its purpose. This course of action by the company does not seem to me to be quite fair or reasonable; it might, perhaps, be described as arbitrary; and if the Railway Commission should approve of its as a fair and reasonable proceeding, it would, I think, thereby take a serious step towards establishing a new principle of law in dealing with the question of vested rights.

Therefore, my judgment is:

That the said Hespeler street crossing over the right of way and tracks of the Calgary and Edmonton Railway, in the village of Didsbury, in the province of Alberta, should be re-opened and maintained as a regular public crossing over the said railway at that point; the grading on each side of the track or tracks to be maintained in good order by the village, and the planking, not less than twenty feet long, between and on the outside of each pair of rails, to be laid and kept in good condition by the railway company.

February 1, 1907.

*Re Queen's Wharf Crossing, Toronto.*

This was an application by the Canadian Pacific Railway Company for an order to vary the order of the Railway Committee of the Privy Council, dated February 8, 1898, and the order of the board, dated July 27, 1905, by directing that the entire cost of operation and maintenance of the diamonds, interlocking, derailing, and signal appliances at the Queen's Wharf crossing, in the city of Toronto, of the applicant company's line of railway by the Grand Trunk Company's lines be borne by the two companies in the proportion which the total number of cars belonging to one company passing in any direction over the crossing bears to the total number of cars belonging to the other company passing in any direction over said crossing.

By an agreement between the two companies, the Grand Trunk Railway Company granted to the Canadian Pacific Railway Company running rights from the city of Toronto to the city of Hamilton, and by the agreement the expenses of maintenance of the tracks, &c., so used, and the other expenses connected with the operation of the

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section jointly used, were to be divided between the two companies upon a wheelage basis. The tracks so used are a portion of those crossing the Queen's Wharf spur of the Canadian Pacific Railway Company.

At the hearing (October 23, 1906), the applicant company claimed to be the senior company and to be entitled, on that account, to have the total cost of the protective appliances borne by the Grand Trunk Company.

The order of the Railway Committee of the Privy Council orally pronounced was that as the origin of the two companies was so close together in point of time, the committee was not called upon to determine the question of seniority, and that, therefore, each company should bear half the cost of construction, the cost of maintenance to be governed by the agreement.

It does not appear that any application was made by the applicant company to the Railway Committee for a change in the order, although there was some correspondence between the two companies in respect of the apportionment of the expenses between them.

Judgment, November 16, 1906.

Chief Commissioner: It appears to me entirely too late to take the ground that the order orally pronounced by the committee was varied on a subsequent application of the Grand Trunk Company without notice to the Canadian Pacific Company. Such an objection should be raised at once upon the order coming to the notice of the complainant company. And it appears to me, also, that this board should not now reconsider a decision of the Railway Committee upon the facts which were before it. It was the body established by law to determine such questions when the application came before it and when its order was made. The Railway Committee was a body whose membership was frequently changing. It would have been wholly unreasonable for that body to adopt the policy of changing its decisions with changes in the opinions of individual members of the committee. It would be equally unreasonable, it appears to me, for the new tribunal which has taken the place of the committee to substitute the individual views of its members for those of the former tribunal. It is true that the Railway Act gives to this board authority to vary orders of the Railway Committee, as well as to vary its own orders; but such jurisdiction, it appears to me, should not ordinarily be exercised except under changed circumstances, or for the purpose of rectifying errors which appear to have occurred through want of information, oversight, or otherwise. Even in the latter cases, application should be promptly made, as the facts respecting any alleged error or oversight are much more likely to be then ascertained.

When the application was before the Railway Committee it was, of course, unknown in what proportions the crossing would be used by the two companies, and there was very little before the committee which would enable it to judge the probabilities in this respect. But such must usually be the case.

I do not think that it would be reasonable or just to take up in this way individual cases in which it may appear that one company or the other is contributing an undue proportion of expenses of the kind in question, having reference to the respective proportions in which they use a crossing. If former orders of this kind are to be revised on such a principle, the general policy should first be determined upon, and a general inquiry made respecting at least all such as any railway company should desire to have considered. I doubt whether any company would derive from such a general inquiry an advantage which would recompense it for the expense and labour of engaging in it, and I doubt, also, whether the result would repay railway companies for keeping the necessary accounts respecting a number of crossings. If it is desired that the board should take up the consideration of the adoption of such a general policy, it might be made a subject of discussion with the railway companies generally; but, in the meantime, it appears to me that the board should not interfere with the order of the Railway Committee. The question whether, under the agreement between the two companies, the half ordered to be paid by the Grand Trunk Company should be charged

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against the expenses to which the Canadian Pacific Company has to contribute, is not a question, in my opinion, for this board to determine.

*Re Crossings of Railway Companies by Transmission Lines of Power Companies.*

By order of the board of August 7, 1906, the Kaministiquia Power Company was granted leave to erect and maintain its transmission lines across the tracks of the Canadian Pacific and Canadian Northern Railway Companies' right of way at West Fort William, subject to the conditions set forth in the order, among which were the following:—

'1. That the applicant company, at all times, at its own expense, maintain, in good order and condition, the wires crossing the said railways so that at no time shall any damage be caused to the companies owning, operating, or using the said railways, or to any person lawfully upon or using the same.

'2. That the applicant company, at all times, wholly indemnify the companies owning, operating, or using the said railways of, from, and against all loss, costs, damage, and expense to which the said railway companies may be put by reason of any damage or injury to person or property caused by any of the said wires or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this order, or if, when so erected, not being at all times maintained and kept in good order and condition, and in accordance with the terms and provisions of this order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant company.

'3. That no work, at any time, be done under the authority of this order in such a manner as to obstruct, delay or in any way interfere with the operation or safety of the trains or traffic on the said railways.'

The Canadian Pacific Railway Company applied for an order amending the said order, to provide that the erection, construction, and maintenance of the said wires be wholly at the risk of the Kaministiquia Power Company, and that the said company indemnify and save harmless the Canadian Pacific Railway Company 'of, from, and against all loss, cost, damage, and expense from any cause whatsoever to which the applicant company may be put by reason of any damage or injury to person or property or otherwise resulting from the erection, construction, operation, or maintenance of the said wires or any working appliances which may be provided in connection therewith.'

In support of this application, the Canadian Pacific Railway Company alleged that the construction, operation, and maintenance of high potential wires across its right of way was a source of the gravest danger to it, its property, and to the property and persons of those using the railway; that the presence of the said wires, even though properly protected so far as human foresight could provide, nevertheless meant that, in the case of an accident, whether due to exceptional causes or not, the resultant damage to the applicant company's property and that of third persons would be very far-reaching and was not a risk that should, under the circumstances, be assumed by the applicant company; that they should, therefore, be insured against any such loss, and requested that clause two of the order in question be amended in accordance with the application. The Canadian Northern Railway Company concurred in the application.

By agreement written arguments were submitted upon the question thus raised. Express agreements had been entered into between some of the power companies and some of the railway companies affected respecting a number of such crossings and the protection to be provided thereat. These agreements were approved by the board and orders issued accordingly. Among the provisions of such agreements are the following:—

'And the power company covenants and agrees that it will indemnify and save harmless the party of the first part, its agents, operatives, and employees, of and from

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any and all claims of every name, nature and description which shall be made against the railroad company or against such operatives or employees, by reason of any injury which shall come to any of them, or to the public, or to any property in transit upon such railroad because of the operation of its transmission lines or any thereof under this grant and license, and whether such injury shall be sustained through the derailment of any locomotive or car of the railroad company or otherwise, it being intended that all the risk of all accidents incident or arising from the construction, maintenance or operation of such cables over the railroad of the railroad company, however occurring, shall be borne by the power company. The railroad company is to notify the power company in writing of any such claims or of any suit for the recovery of such damages, and the power company may with the support of the railroad company arrange with the claimant or defend such suits.

'All the work to be done by the power company or by its contractors, agents or servants in connection with the doing of the said work, or in connection with the repairs, renewals, or maintenance thereof, shall be done at the risk of the power company without expense to the railroad company . . . . .

'The power company covenants and agrees to keep, abide, and perform all the terms and conditions hereof, and shall and will at all times indemnify and save harmless its contractors, agents or servants, or to the agents or servants of any such contractors, or be done, incurred or caused by reason of the construction, repair, renewal, maintenance or use of the said work.

'The railroad company shall not in any case be liable to the power company or to its contractors, agents or servants, or to the agents or servants of any such contractors, for any injury or damage to the person or property of the power company, or to the person or property of any of its contractors, agents or servants, or to the agents or servants of any such contractors which may happen, or be done, or caused by, or by reason of the doing of the said work, or during the repair, renewal, maintenance or use thereof; and the power company shall and will assume and does hereby assume all responsibility and liability for any and all such injuries and damages, whether caused by negligence of the railroad company, its agents or servants, or otherwise; and the power company shall and will indemnify and save harmless the railroad company, its successors and assigns, of and from all damages, claims for damages, demands, suits, recoveries, judgments or executions which may arise, or may be made, had, brought, or recovered by reason of or on account of any such injuries or damages. And it also covenants and agrees to indemnify and save harmless the railroad company, its agents, servants and passengers of and from all loss, injury or damage to it or to its agents, servants, or passengers, which may happen or be done or caused by reason of the doing of the said work, or by, or by reason of the repair, renewal, maintenance or use thereof, or by, or by reason of any failure to repair, renew or maintain the said work.'

The contention of the Canadian Pacific Railway Company was that the lines of the Kaministiquia Power Company were carried across land owned by the railway company; that no compensation had been given to it for this interference with its right of property; that the wires were to be used for the transmission of something from which there was great risk of injury; and that the railway company could not be compelled to bear any of the risk this occasioned while it arose from the default of the power company or from any source beyond the control of the power company.

The original application asked that the risk be thrown absolutely upon the power company, without providing for cases in which the injury might be due to the default or negligence of the railway company or its agents; but in the written agreements referred to, the railway company did not go so far, but suggested a clause which excepted from the liability proposed to be thrown upon the power company 'any loss or damage directly attributable to any act, default, or negligence on the part of the railway company, its agents or employees.'

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Judgment, Chief Commissioner, November 17, 1906.

It appears to me that the contentions of the Canadian Pacific Railway Company are well founded, and that it ought to be at no risk of loss arising from the placing of such wires across its right of way or the transmission of electric power thereon, excepting in cases in which the loss is primarily due to its default or that of those for whom it is responsible. Telephone wires over railway tracks cause a measure of physical obstruction, from which there is some possibility of danger. Contact between such wires and other wires may result in injury. But there is no such danger ordinarily attending their existence over railway tracks as in case of wires transmitting high electric power. Usually, too, telephone wires are carried along highways and across railway tracks where the company does not own the land but has merely a right of crossing the highways; and it is not necessary, at present, for the board to determine what orders shall be made where power wires cross a railway upon a highway.

It appears to me that the clause now suggested by the Canadian Pacific Railway Company as a substitute for clause 2 of the original order and of the draft of the order proposed to be made in respect of the power company's second application, is a reasonable one and should be adopted. That clause is as follows:—

'That the applicant company shall, at all times, wholly indemnify the railway company of, from, and against all loss, cost, damage, and expense to which it may be put by reason of any damage or injury to person or property or business caused by any of the said wires, lines, or any work or appliances herein provided for, or by the continuance or use thereof, whether caused by the same or any of them not being erected in all respects in compliance with the terms and conditions of this order, or if, when so erected, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of this order, or otherwise howsoever caused, as well as of any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant company; Provided, however, that the applicant company shall not be required to indemnify the railway company from and against any loss or damage directly attributable to any act, default, or negligence on the part of the railway company, its agents, or employees.'

The power company now alleges that it has constructed its works under the order of August 7, and that that order at least should not now be varied. It appears to me, however, that as the question is a new one and as it was raised so promptly after the railway company had received notice of the order made, the power company's objections should not prevail.

January 24, 1907. Upon the statements made in Mr. Montgomery's further communication of December 11, 1906, it appears that the Kaministiquia Power Company has power to construct lines for the transmission of electricity upon and along highways. I understand that this is not disputed by the railway companies, although opportunity has been given for the purpose. This being the case, I think that the power company stands in the position of the telephone company, acting under the provisional order of the Board of Trade, referred to in *National Telegraph Company v. Baker* (1893) chapter 186; and the Tramway Company, whose lines were constructed under statutory authority, referred to in *Eastern and South African Telegraph Company v. Capetown Tramway Companies* (1902) A.C. 381.

The lines authorized by the board's order of August 7, 1906, are not constructed across the lands of railway companies, but along the highways in respect of which the railway companies have merely rights of crossing. Under those circumstances, it does not appear to me that the power company should be responsible for any injury except such as may arise from its negligence or that of its servants or agents, and, in respect of such, the railway companies need no protection by order of the board.

I am, therefore, of opinion that we should not vary the original order in this case.

February 4, 1907. The Kaministiquia Power Company was incorporated by the legislature of the province of Ontario, from which it derives any authority that it may have to construct lines along the highways. With its action in this respect, this board has nothing to do. The board is not asked to give the company any authority to carry



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its lines along the highways; but as it is doing, and has done, so in accordance with the right which it claims, and as these rights are not contested by the railway companies interested, we may assume for the purposes of the applications before us, that the power company's action is lawful.

As the board has no authority to give or refuse leave to run along the highways, it does not appear to me that it should impose any condition to that being done. The company applied for leave to carry its wires across the tracks of the Canadian Pacific and Canadian Northern Railway Companies; and an order was made authorizing it to do so. The railway companies have since asked for the insertion of a condition throwing upon the power company the responsibility for any damage that may occur to the railway companies or those using the railways. Upon the grounds expressed in my memorandum of January 24, I do not think that such a condition should be imposed, as between the railway companies and the power company; and I think it best that we should simply refuse the applications of the railway companies, leaving the municipality and the public using the highways to such protection as is given by the provincial law.

*In Re Canadian Pacific Railway Company and Grand Trunk Railway Company,  
Lennoxville Crossing Case.*

Under an agreement between the Grand Trunk Railway Company and the International Railway Company it was agreed that the said International Railway Company should bear the cost of providing, maintaining, equipping, and working an ordinary level railway crossing, together with all risk arising from such construction and operation. The agreement also contained the following provision: 'In the event of the government of this Dominion passing any Act whereby certain signals, interlocking switches, or other appliances shall be used on level railway crossings, it is hereby understood and agreed that the party of the second part' (being the International Company) 'will provide, work and maintain such at their own expense.'

Hearing, October 30, 1906.

Judgment, November 17, 1906.

Chief Commissioner (6 Can. Ry. Cas., pp. 78 *et seq*): Held, that the said clause of the agreement should not be narrowly construed; that the board had authority under the Railway Act, 1903, to order an interlocking system at this crossing for the protection of the public.

Ordered, that the Canadian Pacific Railway Company install, maintain, and operate the ordinary interlocking, derailing, and signal system, at its own expense, at the said crossing.

*Windsor, Essex and Lake Shore Rapid Railway Company Crossing, Talbot Street, in  
the Town of Essex.*

The Windsor, Essex and Lake Shore Rapid Railway Company applied, under section 177 of the Railway Act, 1903, for leave to cross, at rail-level, with its track the track of the Michigan Central Railroad Company, on Talbot street, in the town of Essex.

After hearing and a personal inspection by the board, and upon the report of its engineer, the board, on May 25, 1906, made an order authorizing the applicant company to construct its line of railway across the track of the Michigan Central Railroad Company by means of a subway at a point distant not less than 1,200 feet west of the proposed point of crossing on Talbot street.

Later, the applicant company asked for a further hearing of its application, claiming that it had not previously received notice that the Michigan Central Railroad Company proposed to urge the construction of a subway, and that it was not prepared with proper evidence upon that point; that, on account of the nature of the locality, a subway crossing was not feasible there.

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The company was directed to formally apply to rescind or vary the board's order; and upon a further hearing, and in view of the opinions expressed by the chief engineer of the board, as well as by other engineers, the board, by order, dated November 16, 1906, rescinded its previous order of May 25, 1906, directing the construction of a subway, and authorized the crossing by the applicant company at rail-level, requiring:

(a) That the said crossing be protected by an interlocking plant known as the 'McSwain Interlocking Device'; derails to be placed on the applicant company's line of railway, on both sides of the said crossing; and the said derails to be interlocked with home and distant signals on the line of the Michigan Central Railroad Company;

(b) That the tracks of the Michigan Central Railroad Company be bonded to a point 400 feet beyond the distant signals;

(c) That the normal position of signals on the Michigan Central Railroad be at 'safety,' and the derails open on the applicant company's line;

(d) That the plan showing the position of the derails and signals, the description of machinery to be provided, and other necessary details, be submitted to the engineer of the board for his approval;

(e) That a day and night watchman be appointed to take charge of the said interlocking plant, who shall also operate the gates at the said point of crossing throughout the whole twenty-four hours for the protection of those using Talbot street in the ordinary course, the said men to be appointed by the Michigan Central Railroad Company, the wages of one of whom to be paid by the applicant company, and the wages of the other by the Michigan Central Railroad Company.

At the later hearing it was urged by the Michigan Central Railroad Company that, before the applicant company can be authorized to carry its track across the line of the Michigan Central Railroad Company, it must have its route and its location plans approved in the manner required by the Dominion Railway Act.

Judgment, Chief Commissioner, November 20, 1906.

Killam, Chief Commissioner: It does not appear to the board that this is necessary. Apparently the provincial Act did not require approval of the route or location of the railway by any authority. As the board held before, the requirement in the Electric Railway Act of Ontario that plans be filed with the provincial Minister of Public Works was a condition only to the exercise of the right to expropriate land and not a condition precedent to the right to construct or operate the railway. The company's Act of incorporation, 1 Ed. 7, c. 92 (Ont.), provided that the railway might be carried along and upon such public highways as might be authorized by the by-laws of the respective corporations having jurisdiction over the same. It is not disputed that the necessary authority to run along the highways has been given by municipal by-laws. The original Act, as well as the Ontario Act of 1905, cap. 110, authorized the railway company to carry its line across the line of any other company on the level. Before the passing of the Dominion Act declaring the company's railway to be a work for the general advantage of Canada, the board heard the application for a level crossing, and made an order authorizing the line to be carried underneath the Canada Southern Railway. The last mentioned Act provided that the Railway Act, 1903, and amendments thereto, with a certain exception, were to apply to the company and to its works, to the exclusion of the Electric Railway Act of Ontario or any provision of the Act incorporating the company or any amending Act inconsistent therewith; but provided that nothing therein contained should affect any action theretofore taken pursuant to the powers in such Acts. The application with which the board has now to deal is one for a variation of the former order, so as to allow of the crossing being made at grade. The board is of opinion that such an order may be made without approval of the route or the location of the railway under the Railway Act, 1903.

Judgment in dissent, Mr. Commissioner Mills.

In accordance with the report of the engineer, the board decided to refuse the application of the Windsor, Essex and Lake Shore Rapid Railway Company for permission to cross the Michigan Central Railway on Talbot street, in the town of Essex, and, instead, to grant the said company permission to construct a subway under the

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main line of the Michigan Central Railway in the southwestern part of the said town, and to carry its line at rail-level over the tracks of the Amherstburg branch of the Michigan Central Railway.

From this judgment, Mr. Commissioner Mills dissents as follows:—

Whereas steam railway companies have been and still are permitted and authorized to carry their lines of railway, even those on which are the heaviest traffic and fastest trains, across one another at rail-level in all parts of the country;

Whereas the ordinary derailing and interlocking appliances now used by railway companies were approved and ordered by the Railway Committee of the Privy Council and have frequently been approved and ordered by the Railway Commission as affording sufficient protection to the public where one steam railway crosses another at rail-level;

Whereas, by the junction of the block system in use on the Michigan Central Railway with the ordinary derailing and interlocking appliances, and the use of the gates and electric bell now maintained by the Michigan Central at the said crossing on Talbot street, the protection could, in my opinion, be made more perfect and complete than anything yet ordered by the board;

Whereas the construction of a subway at the point suggested will necessitate such an abrupt, long, and to my mind unreasonable diversion of the electric line as no municipality would permit—much less propose—in the case of a highway for ordinary vehicular traffic;

Whereas the proposed diversion of the electric line in the town of Essex will involve the making of two crossings instead of one, one by a subway under the main line of the Michigan Central Railway where it is impossible to get drainage, and the other at rail-level by the use of a diamond and derailing appliances on the Amherstburg branch of the Michigan Central Railway; and

Whereas interurban electric railways, intended especially to meet the wants of the farming community by carrying passengers for short distances and collecting scattering freight in small quantities throughout the rural sections of the country, receive no bonuses from the Dominion government, local governments, or municipalities, and consequently are unable to bear the cost of expensive subways or overhead bridges such as the heavily subsidized steam railway companies may be able to provide:

Therefore, I have to dissent from the above judgment, on the ground that in my opinion, the proposed diversion of the electric line, with all that it involves, is unnecessary, unreasonable and oppressive—not necessary for the protection of the travelling public, not even efficient for that purpose, as it proposes and involves a level crossing of a regular line of steam railway, at rail-level, with very much less complete and effective protection than could and would be provided at the crossing on Talbot street; unreasonable, because of the length and abruptness of the diversion, which, by the creation of a steep grade and three or four right-angle curves, will greatly diminish the hauling power of the electric line; and oppressive, because it imposes on the Electric Company heavy expense for the purchase of a new right of way through a good and well-peopled part of the town, the burden of an expensive subway where drainage cannot be obtained, and the outlay necessary for a diamond and protective appliances at a rail-level crossing over the Amherstburg branch of the Michigan Central Railway.

May 26, 1906.

Judgment in concurrence, Mr. Commissioner Mills.

This is an application by the Windsor, Essex and Lake Shore Rapid Railway Company, an electric road, to cross the tracks of the Michigan Central Railway, at rail-level, on Talbot street, in the town of Essex, Ont.

After considering the evidence submitted, the arguments of counsel, the report of the chief engineer of the board, and the whole situation and facts of the case as set forth at the hearings in Windsor and Essex, I may state briefly my opinion on two or three points:—

1. That if a subway off at Talbot street (as proposed), with all the difficulties

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regarding drainage, were insisted upon, a very heavy, if not altogether intolerable, burden would be imposed upon the applicant company; and the danger to the travelling public in that locality would be greatly increased beyond what it now is, by adding a rail-level crossing of the electric road over the Amherstburg branch of the Michigan Central Railway to the rail-level crossing which now exists (and will continue to exist) for vehicular and pedestrian traffic on Talbot street. In fact, we might fairly say that two things would follow: the applicant company would be burdened, possibly bankrupted; and the danger to the travelling public would be doubled—without any compensating advantage, except in the matter of convenience to the main line of the Michigan Central Railway.

2. That the proposed subway, with its five per cent grade, would greatly hamper and injure the electric road in its freight traffic.

3. That if a rail-level crossing by the electric road over the tracks of the Michigan Central Railway on Talbot street, where a crossing protected by gates now exists for vehicular and pedestrian traffic, is granted, and stipulation is made that the most perfect form of protective appliances for such a crossing are installed, connected with the gates now in use at that point, and all (the new protective appliances and the gates) operated night and day by men chosen and controlled by the Michigan Central Railway,—if, say, all this is done, there will be only one rail-level crossing instead of two; the Michigan Central Railway will be well served; the electric company will not be embarrassed either by heavy capital outlay or in the operation of its line of railway; and, above all, the danger to the travelling public will be very much less than it would be with a subway and two level crossings, one partially protected and the other with little or no protection.

Therefore, I can only reaffirm my judgment of May 26, 1906, and concur in the conclusion to-day reached by my colleagues, the Chief and Deputy Chief Commissioners. November 20, 1906.

#### *Re Kaladar Drainage.*

The facts are fully set forth in the judgment of the Chief Commissioner.

November 20, 1906, Killam, Chief Commissioner:

The Canadian Pacific Railway Company applied to the board for an order authorizing the company to construct a ditch upon and across certain specified lands according to a plan submitted with the application.

The lands in question consisted of certain lots in concessions three and four of the township of Kaladar, and in concession two of the township of Sheffield, owned by different private individuals, only one of whom, James Murphy, has made objection to the construction of the drain through his land or the granting of the order.

The railway actually intersects all the lots except Murphy's, the nearest portion of which is distant several hundred feet from the line of the railway, and is separated from the railway company's property by the lands of other private owners which actually adjoin the railway.

The applicant company relies upon the powers given by subsections (m), (p) and (q) of section 118 of the Railway Act, 1903.

'(m) make drains or conduits into, through, or under any lands adjoining the railway, for the purpose of conveying water from or to the railway;

'(p) from time to time to alter, repair or discontinue the before-mentioned works, or any of them, and substitute others in their stead;

'(q) all other acts necessary for the construction, maintenance and operation of the railway.'

On behalf of Murphy it has been argued that section 196 makes it the duty of the company to make and maintain sufficient ditches and drains along each side of the railway for the purposes of any necessary drainage; that this method is the only one that can be used after the railway has been completed; that this railway has been completed and in operation for many years, and any powers of expropriation of land, or of the use of adjoining lands for purposes of drainage, have been exhausted and

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cannot now be resorted to; that drainage by means of ditches along the railway has been found to be sufficient for the maintenance of the railway, as evidenced by its use for so many years; and that Murphy lands were not 'lands adjoining the railway' within the meaning of subsection (m) of section 118.

Section 196 provides that 'the company shall in constructing the railway make and maintain suitable ditches and drains along each side of, and across and under the railway, to connect with ditches, drains, drainage works, and watercourses upon the lands through which the railway runs, so as to afford sufficient outlet to drain and carry off the water, and so that the then natural, artificial or existing drainage of the said lands shall not be obstructed or impeded by the railway.'

This clause is evidently inserted for the purpose of imposing upon the company the duty of instituting such a system of drainage along its tracks as will prevent the interference of its works with the drainage of the lands of others. It is not intended to indicate the powers which the company may exercise for the proper construction and maintenance of its railway. These powers are found in section 118, and among them are powers from time to time to alter, repair or discontinue the works previously referred to and to substitute others in their stead, and to do all other acts necessary for the construction, maintenance and operation of the railway.

Under these powers it appears to me that, when a system of drainage established upon the construction of the railway is subsequently found to be insufficient, improvements may be made therein and such further drainage works executed as will assist in keeping the railway in an efficient condition and relieve it from the danger of injury by water. And I think that, for this purpose, the company may avail itself of the power contained in subsection (m) to make drains into or through lands adjoining the railway.

We have been referred to the case of *Kingston and Pembroke Railway Company v. Murphy*, 17 S.C.R. 582. In that case it was considered that a railway completed according to its charter could not be farther extended and lands compulsorily taken for the purpose. It should be noted, however, that that case was decided under the Railway Act of 1879, 42 Vic., c. 9, which did not contain the provisions of subsections (p) and (q) before-mentioned, and that what the company there sought to do was to construct an extension of its railway, not to alter or repair the works of its existing railway.

The natural meaning of the word 'adjoining' is lying next to or in contact with; contiguous. Such is the sense usually ascribed to it by the courts. See *I Bouv. L. Dict.* 93, 1 Am. and Eng. Enc., pp. 635-8; 1 Cyc. 765; *Rex v. Hodges*, M. and M. 341; *Josh v. Josh*, 5 C.B.N.S., 454; *Lighthound v. Higher Bebington Local Board*, 14 Q.B.D. 849. Numerous United States authorities are cited in the dictionary and encyclopedias just mentioned. But, just as in the case of other words, when it is apparent from the context and subject-matter dealt with that the literal meaning of the word would defeat the purpose of the legislature, it must be assumed that the word was used in a different sense. *Moore v. Phoenix Insurance Company*, 64 N.H., 140, 6 Atl. Rep. 27; *Marsh v. Concord Mut. F. Ins. Co.*, 71 N.H. 253, 51 Atl. Rep. 898. See also *L. & S.W.R. Co. v. Blackmore*, L.R. 4 H.L. 610, 39 L. J. Ch. 713; *Coventry v. L.B. & S.C.R. Co.*, L.R. 5 Eq. 104; *Bateman v. Parker* (1899) 1 Ch. 599; *Hobbs v. Mid. R. Co.*, 51 L.J. Ch. 324; *Ind. Coope & Co. v. Hamblin*, 81 L.T. 779, 48 W.R. 438.

The general principle is best stated in the language in Maxwell on Statutes, 4th ed., p. 78. 'The words of a statute are to be understood in the sense in which they best harmonize with the subject of the enactment and the object which the legislature has in view. Their meaning is found not so much in a strictly grammatical or etymological propriety of language, nor even in its popular use, as in the subject or in the occasion on which they are used, and the object to be attained.' See also Beal on Cardinal Rules of Interpretation, p. 34; *The Dunelm*, 5 P.D. 171, and *Wakefield Local Board v. Lee*, 1 Ex. D., at p. 343.

The statute authorizes the construction of drains into adjoining lands. It is obvious that it must be necessary in many instances to find outlets for the drains or

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ditches along the sides of the railway tracks, and for this purpose to carry drainage works out of and beyond the land used for the railway right of way according to the natural configuration of the ground. In authorizing the carrying of drains through or under adjoining lands the legislature must have contemplated that the drains should leave the boundary line between the company's lands and those of other owners; and it must have contemplated that the distances to which they would be carried would differ according to circumstances. And it appears to me that the legislature could not have had in view the ownership of the particular parcels or strips of land through which it would be necessary to carry such works. Having once adopted the view—which, as it appears to me, is the necessary view—that under subsection (m) the railway company was authorized to carry drains away from the point of contact and into lands of others, I think that it necessarily follows that the power to carry the drains as far as might be reasonably necessary to effect the purpose for which they were to be constructed was included. Naturally such drainage works must be adapted to the formation of the land. It would be unreasonable to suppose that they were to stop at the boundary of the owner of the land next adjoining the railway, leaving the water to run as it would thereafter. In my opinion, ownership should not be treated as an element in determining whether or not the lands are 'lands adjoining the railway' for the purposes of a case such as that with which we are now dealing.

After consideration of the report of one of the assistant engineers of the board and the evidence taken upon the hearing, the chief engineer of the board has reported that he is 'of opinion that the sooner the water is taken away from the railway at this point the safer it will be for the railway embankment, and that this is necessary for the proper maintenance and operation of the railway.'

Under the amending Act passed at the last session of parliament, the board is empowered to make an order giving its sanction or approval to any matter, act, or thing sanctioned by the general Railway Act. It does not appear to me that the company needs any sanction or approval from the board to enable it to exercise the power contained in subsection (m) of section 118; but it is convenient that it should submit to the board proposals for the construction of any such works in order that the board may exercise some control as to the nature of the works and for the protection of other parties.

The evidence shows that the portion of Mr. Murphy's lot which would be cut off by the proposed drain is of little, if any, value, and that no serious injury would be done to the remainder of his land by the proposed work.

I think, therefore, that the order should go sanctioning and approving the construction of the drain as indicated by the railway company, with a condition that the railway company is to construct and maintain a suitable crossing over the drain for Mr. Murphy at such place and in such manner as shall be approved by an engineer of the board.

#### *Re Express Companies' Contract Forms.*

Section 27 of the Act 6 Edward VII., chapter 42, amending the Railway Act of 1903, gave to the board certain jurisdiction respecting express companies and the carriage of goods by express.

Under subsection 10 of that section, certain contracts for carriage by express are not to have any force or effect until first approved of by order or regulation of the board.

By section 11 any such contracts lawfully in use at the time of the passing of the Act were allowed to be continued to be used and to have effect until November 1, 1906, or until such later date as the board might by order in any case, or by regulation, fix and limit. Before the said November 1, 1906, a number of express companies submitted forms of contract used by their respective companies with a request for their approval.

Upon an examination and consideration of these forms, the board decided to extend for six months from the said November 1, 1906, the time within which the

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forms previously in use could be used by express companies, or for carriage by express, and did extend the time as aforesaid by regulation dated November 13, 1906, with the qualification that the regulation should 'not have the effect of authorizing any company, person, or corporation, after approval of its or his tariffs of tolls by the board under the provisions of the said Act, to contract or collect in or under any transaction or contract any express toll or tolls within the meaning of the said section 27 higher than the toll or tolls set out in the tariffs so approved, applicable to such transactions or contract.'

*Re Express Companies' Tariffs.*

Section 27 of the Act, 6 Edward VII., chapter 42, amending the Railway Act, 1903, applies to tolls or charges for the carriage of express matter, either wholly or partly in Canada and between points in Canada and points in the United States by any one company, and the provisions of the Railway Act, 1903, with reference to joint tariffs, are applicable to tariffs of express tolls under the amending Act.

Chief Commissioner, November 29, 1906.

## CLAIMS AGAINST RAILWAY COMPANIES.

The board has no jurisdiction to compel the railway company to pay for loss of cattle killed or injured by its trains, or for property burned by fires kindled by locomotives, as the statute expressly provides that relief in such matters is to be obtained by action in a court of competent jurisdiction. The board, however, has jurisdiction to compel the company to put in proper cattle-guards and highway approaches, where it is the company's legal duty to do so.

Chief Commissioner, November 30, 1906.

*Re Rounding off Passenger Tolls.*

Section 258 of the Railway Act, 1903, provides '.....; and in estimating the tolls to be charged in passenger tariffs, any fraction of five cents less than two and a half cents shall be waived by the company, and above two and a half cents and up to five cents shall be considered as five cents by the company.'

The question was whether, when a special tariff is made up at a less rate per mile than the standard tariff rate, the railway company is obliged to apply the principle laid down in the part of the section quoted.

Chief Commissioner, December 3, 1906.

It does not appear to me that a railway company is so bound. Provided the standard rate is not exceeded and the clauses respecting discrimination and other provisions of the Act are not infringed, a special tariff may be made up either upon a uniform mileage rate or otherwise. Even if made up in general upon a mileage rate less than the standard rate, the company may violate that principle in some cases, and make the rates between certain stations upon another basis, arbitrary or otherwise.

I am, therefore, of opinion that a special tariff can be made without attention to the provisions of section 258, provided the fares are expressed in whole, not fractional, multiples of 5 cents. For instance, if a special tariff is made up at a rate of 2 cents per mile for a line where the standard rate is 3 cents per mile, 25 cents may be charged, instead of 22 cents or 20 cents for a journey of 11 miles.

The Railway Act, 1903, does not empower the board to order or compel a railway company to construct a highway crossing over its railway where no highway has previously existed. The power of the board in such a case is merely to *give leave* for the construction of a highway across the railway; such leave may be given to the railway company, in which case it will be at liberty, but not obliged, to construct the crossing,

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or leave may be given to the municipal, or other body, having authority to open up a highway across private property without the consent of the owner. In the latter case the railway company is no more under obligation to bear the expense than a private owner would be.

Chief Commissioner, December 3, 1906.

(*Re Neelon Highway Crossing.*)

*Re James Bay Railway Company's Application to Cross Grand Trunk Railway Belt Line on Robert Davies' Property.*

This application came before the board as the result of an agreement between the two companies made on the hearing of the two actions for injunction between the two companies in the High Court of Justice for Ontario. The agreement was that the James Bay Railway Company should apply to the board for leave to make the crossing, and that on this application the board was to decide 'which railway is bound to cross the other, and on what terms, and at whose expense the crossing is to be made.'

The evidence before the board showed that, before the lodging of the application and before the agreement for making it, the James Bay Railway Company had entered upon the property under a warrant of possession and constructed its track across the spur in question, although met with forcible opposition by the Grand Trunk Railway Company.

The board decided that it was unnecessary for the James Bay Railway Company to make any such application, and treated the track on the Robert Davies' property at the point of crossing as not being a railway line or track of another company within the meaning of section 177 of the Railway Act, 1903, but as being personal property, or, if real estate, as the property of Robert Davies, and made an order giving leave to the James Bay Railway Company to construct its line of railway across the spur track in question without putting in a diamond or otherwise providing for the operation of the spur by the Grand Trunk Railway Company across the line of the James Bay Railway Company, and without compensation to the Grand Trunk Company, thus leaving Davies to get such compensation as he might be entitled to under the Railway Act.

The Grand Trunk Railway Company applied to the board for leave to appeal from this order upon the following grounds:—

'1. That the tracks of the Grand Trunk at the point in question is a railway line of a company, for the crossing of which by the tracks of the James Bay, leave of the board is required under section 177 of the Railway Act.

'2. That leave of the board was not necessary in order to enable the Grand Trunk legally to construct (at the point of crossing) the line of railway in question.

'3. That the Grand Trunk Railway Company has an interest in the land at the point in question as against the James Bay, and the James Bay cannot legally use or occupy such land without the leave of the board.'

Judgment, Chief Commissioner, December 3, 1906.

Held, that if these questions or one of them should be answered in the affirmative, the James Bay Railway Company could not lawfully have placed its tracks over the site of the spur in question without leave of the board, and that such leave would not have been given upon the terms embodied in the board's order. Either a diamond should have been inserted, and the proper method of protection at the crossing determined, or some compensation should have been awarded under section 137 of the Railway Act, 1903.

Leave to appeal upon the following grounds granted:—

1. Did the railway tracks from and connecting with the Belt Line railway constitute, where such tracks crossed the approved location of the James Bay Railway over Robert Davies' property, a railway line or track of a company, leave to cross



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which by the line of the James Bay Railway Company was required under section 177 of the Railway Act, 1903?

2. Could the Grand Trunk Railway Company of Canada legally construct the said railway tracks on Robert Davies' property at the point of crossing by the James Bay Railway Company, without the leave of the board?

3. Had the Grand Trunk Railway Company, when the James Bay Railway Company constructed its line of railway across the said railway tracks on Robert Davies' property, such an interest in the land occupied by such railway tracks at the said point of crossing as against the James Bay Railway Company that the James Bay Railway Company could not lawfully use or occupy such land without the leave of the board?

*Re Canadian Pacific Railway Spur to Great West Development Company's Premises, Winnipeg.*

Judgment, December 5, 1906.

Chief Commissioner:

The Canadian Pacific Railway Company should be asked for some evidence that the proposed spur is necessary in the public interest, or for the purpose of giving increased facilities to business. (Under subsection 4 of section 175 of the Railway Act, 1903).

Where a body like a city or town consents to the construction of a spur line, the board frequently takes this as sufficient, or it may consider that the nature of the locality to be served; or some other circumstances, afford sufficient *prima facie* evidence to satisfy the statute. In the present case there is nothing. We do not know what the Great West Development Company is. It may be only a speculative real estate company; and as the city of Winnipeg does not consent and shows some reluctance to consent to the construction of the spur, there should be some evidence to satisfy the statute.

*Station Sites.*

By section 256 of the Railway Act, the location of station must be approved by the board, and in case of a railway which, since July 18, 1900, has been granted a subsidy in money or land by the parliament of Canada, the railway company is required to maintain and operate a railway station or stations, with such accommodation or facilities therewith as are defined by the board, at such point or points on the railway as are designated by the board's order; and in any case, every station of a railway company is required to be erected, operated, and maintained with good and sufficient accommodation and facilities for traffic, a provision which, under its general jurisdiction, the board is authorized to enforce.

The view the board has taken is that the approval by the board of location plans which appear to leave spaces for station sites, does not satisfy the provisions referred to, requiring that the locations of stations be approved by the board, but there must to separate orders expressly approving such sites.

Chief Commissioner, February 11, 1907.

*Re Jacob Wright's Farm Crossing.*

This was an application by Jacob Wright for a farm crossing over the line of the Canada Southern Railway Company on lot 29, concession 5, in the township of Enniskillen, in the county of Lambton, Ontario.

Wright is the owner of lands on both sides of the railway. The engineer of the board reported that the applicant had no farm crossing and that the only way to reach the portion of his land lying to the north of the railway was by way of his neighbour's lands, north of the concession line, necessitating a long and out of the way route.

It appears that when the railway was built the lands were owned by the Crown, but were subsequently surveyed and sold to the original owners. The contention of

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the railway company is that the lands were surveyed and obtained before the construction of the railway, but that the right of way across the lot was conveyed to the company without reservation before Wright acquired the land on each side of the railway; that under its original Act of incorporation it was not bound to grant farm crossings to the owners of lands adjacent to its right of way; that the subsequent legislation does not impose upon the company that liability; and that, while not admitting the jurisdiction of the board to require the making of the farm crossing for the applicant, the company expresses its willingness that such an order be made upon the terms of the applicant bearing the cost of construction and maintenance and paying such sum as the board thinks reasonable and proper for the privilege, taking into consideration the attendant liabilities in connection therewith.

In the similar case of the Ontario Lands and Oil Company *v.* Canada Southern Railway Company, 1 Ontario L. R. 215, Meredith, J., decided that the railway company was not bound, under its Act of incorporation and the general Railway Act in force when the railway was built, to grant farm crossings, and that the Dominion Railway Act of 1888, which was enacted after the construction of the company's railway, did not apply to cases in which the railway had been previously constructed on land conveyed to the company and the owner of adjoining land had purchased subsequently to such conveyance, as, in his opinion, the railway could be said to be carried over the land of a person where such person did not acquire the property until after the railway was constructed.

Chief Commissioner:

I agree with Meredith, J., in thinking that the decision of the Supreme Court of Canada, in *Vezina v. the Queen*, 17 S.C.R. 1, conclusively established that, under the general Railway Act in force when the Canada Southern Railway Company was incorporated and when its line was constructed, a company was not bound to grant farm crossings over its line where a right thereto was not reserved in the grant or otherwise agreed to by the company; and I am also of opinion, with him, that where, prior to the passing of the Act of 1888, a person had acquired lands on opposite sides of a railway across which his predecessor in title had the right of way of crossing, the Act of 1888 did not operate to give that right to the new owner. In my opinion, also, the Act of 1888 cannot properly be construed retroactively so as to apply to a railway previously constructed on lands vested absolutely in the company. Section 190 of the Act of 1888 provided—as did section 198 of the Act of 1903—that ‘every company shall make crossings for persons across whose lands the railway is carried, convenient and proper for the crossing of the railway,’ &c. According to my interpretation, this provision is applicable only to cases in which the railway has been carried across a person's land since the enactment of the Act of 1888. I have formed this opinion after consideration of the jurisprudence in the province of Quebec, and particularly the cases of *Bolduc v. Canadian Pacific Railway Company*, Q.R. 23 S.C. 238, the *Grand Trunk Railway Company v. Huard*, Q.R. 1 Q.B., 501.

For the purposes of the application, therefore, it does not appear material to ascertain whether the railway was constructed before or after the grant from the Crown. I think that the applicant has no absolute legal right to the crossing, and that it can be granted by the board only in the exercise of the discretion given by section 253 of the Railway Act (subsection 2 of section 198 of the Railway Act, 1903), which provides as follows: ‘. . . . .’

Under the report of the engineer I think that we may properly find that the crossing is necessary for the proper enjoyment of the applicant's land on either side of the railway, and that it would be safe in the public interest; but as such an order is one to which the applicant is not entitled of right, and as it would have the effect of creating an easement over property which belongs absolutely to the railway company, and would involve some danger to the company's trains, any expense of construction and maintenance should be borne by the applicant, and the company should receive reasonable compensation.

Deputy Chief Commissioner Bernier expressed the view, in which Mr. Com-

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missioner Mills concurred, that the railway company should undertake to open, construct and maintain a farm crossing at its own expense; and under the ruling of the Chief Commissioner that the board has jurisdiction to make an unconditional order requiring the railway company to construct the farm crossing in question, although he did not depart from his previously expressed opinion, the order issued February 15, 1907.

The reports of the officers of the board should not be made public without special order of the board.

Chief Commissioner, February 26, 1907.

Judgment in concurrence, Mr. Commissioner Mills.

From the report of an engineer of the board in this case, it seems clear that Mr. Wright's application for a farm crossing should be granted; and the only question is, at whose expense is the crossing to be made and maintained.

After full consideration of the principle involved and its wide application to Crown and Company lands in the western provinces and elsewhere, I am of the opinion that farm lands everywhere, actually occupied or to be occupied, carry with them the right of free passage (saving natural obstacles) from any one part of a lot to any other part of the same lot, which lot is or is to be occupied and worked as a farm; and that when a railway company or other corporation, for its own purposes and advantages, infringes upon this natural and fundamental right, it should do so with the clear understanding that it will, when constructing its line or at some later date, be compelled to provide and thereafter maintain, at its own expense, at least one adequate and satisfactory farm crossing on every lot or farm which it crosses.

Therefore, I concur in the judgment of the Deputy Chief Commissioner, that the Michigan Central Railway Company, as the successor of the Canada Southern Railway Company, should provide and maintain, at its own expense, an adequate and satisfactory farm crossing, at a point to be agreed upon, on the farm of Jacob Wright, known as lot 29, con. 5, in the township of Enniskillen, county of Lambton, Ont.

February 15, 1907.

*Re Complaint of the Dominion Concrete Company, Limited.*

This company applied for an investigation by the board into the matter of the Canadian Pacific Railway Company's rate of 12 cents per hundred pounds on concrete blocks from Kemptville, Ont., to Graham station, a distance of 107 miles, as against a rate of 6½ cents per hundred pounds on brick, and alleging an unjust discrimination in favour of the latter commodity and against the former.

This matter was taken up by the chief traffic officer of the board, and after considerable correspondence with the railway company the rate on concrete was reduced and made satisfactory to the complainants. After the lower rate had gone into effect complainants claimed to be entitled to a refund of the difference between the higher and the reduced rate. The railway company refused to recognize any such claim and the complainants applied to the board for an order directing a refund.

Judgment, Chief Commissioner, March 5, 1907.

Under the Railway Act a railway company is required to obtain approval of what are called standard tariffs, specifying the maximum mileage rates at which the company is authorized to charge, and upon approval of such tariffs, the company is authorized to charge the rates set out therein, unless it files special tariffs giving lower rates than those in the standard tariff; and section 327 of the Railway Act provides that, when a railway company's standard freight tariff has been approved and published, the tolls specified therein—except where other tolls are provided for by special or competitive tariffs—are the only tolls which the company is authorized to charge for the carriage of goods; and, by section 401 of the Railway Act, 'any person or company, or any officer or agent of any company, (a) who shall offer, grant, or give, or shall solicit, accept, or receive any rebate, concession, or discrimination in respect of the transportation of any traffic by the company, whereby any such traffic shall, by any device whatsoever, be transported at a less rate than that named in the tariffs

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then in force . . . . . shall for each offence be liable to a penalty not exceeding one thousand dollars and not less than one hundred dollars.' The authority of the board to deal with tolls and tariffs, as set out in section 323 of the Railway Act, is as follows: 'The board may disallow any tariff or any portion thereof which it considers to be unjust or unreasonable, or contrary to any of the provisions of this Act, and may require the company, within a prescribed time, to substitute a tariff satisfactory to the board in lieu thereof, or may prescribe other tolls in lieu of the tolls so disallowed.

'2. The board may designate the date at which any tariff shall come into force.'

Held, that this does not empower the board to make a retroactive alteration in a tariff which is not contrary to any of the provisions of the Railway Act, so as to apply the alteration to past transactions; and that the railway company is not entitled to make rebates from tolls which have been charged in accordance with the tariffs lawfully existing when the transportation took place.

Held, further, that the board has no authority to direct the Canadian Pacific Railway Company to refund any portion of the tolls charged by it under the tariffs existing before March 20, 1906.

A later application was made by complainants against this ruling of the board, and it was argued that as the board had power to designate the date at which any tariff should come into force, this could be done so as to give the same a retroactive effect.

Held, Chief Commissioner, March 20, 1907, that the power of the board to designate the date at which a tariff shall come into force does not enable the board to give such tariffs a retroactive effect, and to make them applicable to prior shipments.

*Discrimination.*

Railway companies have no right to discriminate in regard to passenger rates as between passengers arriving at Canadian ports by different steamers. By section 315 of the Railway Act tolls are required, under substantially similar circumstances and conditions, to be charged equally to all persons and at the same rate in respect of all traffic of the same description, and carried in or upon the like kind of cars, passing over the same portion of the line of railway; and that no reduction or advance in any such tolls shall be made, either directly or indirectly, in favour of or against any person or company travelling upon or using the railway.

Chief Commissioner, March 7, 1907.

(Immigrant Passenger Tariffs.)

*Re Complaint Brown Brothers Company v. Canadian Northern Railway Company.*

The complainants alleged that on May 2, 1906, they delivered to the Canadian Northern Railway Company at Warman, Alberta, two boxes of nursery stock, consigned to L. H. Daly, of Vegreville, Alberta, and that the shipment proved a total loss to them, occasioned by the neglect or refusal of the railway company to carry and deliver the traffic without delay.

It appeared from the answer filed on behalf of the railway company to this complaint that a period of fifteen days had elapsed from the time of receipt at Warman Junction until their arrival at Vegreville, a distance of 262 miles, and the railway company was advised that the board felt that, under the circumstances, it should take into consideration the Brown Brothers Company's claim for damages, and that such steps should be taken as would prevent the recurrence of such delays.

Held, Chief Commissioner, March 12, 1907, that, under the Railway Act, the board has no power to award compensation to parties for delays in forwarding traffic, as the Act expressly provides that the remedy is to be had by action in the ordinary courts; that the function of the board is to require the furnishing of accommodation and the forwarding of traffic without delay, while the circumstances admit of the board interfering; but that, in case of a transaction which is closed, the board can

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only deal with it as showing the necessity for action to prevent such delays in the future.

*Re Complaint of Canadian Cannery, Limited.*

This was a complaint by the Canadian Cannery, Limited, that the Canadian Pacific Railway Company charged a rate of 33 cents per 100 lbs. on a carload of canned goods shipped from Wellington, Ontario, to Sturgeon Falls, Ontario; or 4 cents per 100 lbs. more than the combination of the local rates from Wellington to North Bay and from North Bay to Sturgeon Falls.

Upon the application of the complainants, the railway company refused to refund the difference between the published rate of 33 cents and the combination of local rates, on the ground that it would be illegal to protect other than the published tariff rate, namely, 33 cents per 100 lbs.

The application to the board is for authority to make the refund.

Judgment, Chief Commissioner, March 12, 1907.

Held, that, not only would the railway company be justified in refunding the difference between the 5th class rate from the point of shipment to Sturgeon Falls and the sum of the commodity rate to North Bay, and the fifth-class rate from North Bay to Sturgeon Falls, but that it ought to do so. The latter two rates are those of lawfully published tariffs; and a shipper has the right to the carriage of his traffic at the commodity rate to North Bay, and at the tariff rate from North Bay to Sturgeon Falls, although he consigns his shipment direct to Sturgeon Falls without mentioning the intermediate point.

It may happen that ignorant shippers will not be given this privilege, while those better informed will obtain it; but the informed shipper should not, on that ground, be refused the lower rate.

*Re Somerset Bridge, Ottawa.*

The city of Ottawa applied to the board for an order under sections 186 and 187 of the Railway Act, 1903, directing the Ottawa Electric Railway Company, the Grand Trunk Railway Company of Canada, and the Canadian Pacific Railway Company to submit a plan and profile for the purpose of widening the bridges and approaches thereto constructed by them at Somerset street, a public highway in the city of Ottawa.

The bridge in question spans the tracks of the Canada Atlantic Railway and the Canadian Pacific Railway at the western boundary of the city. The eastern approach and bridge proper lie within the city of Ottawa, the western approach within the village of Hintonburg. The Ottawa Electric Company, which is subject to the legislative authority of the parliament of Canada, owns and operates a street railway system in the city of Ottawa and its suburbs. The portion within the city was constructed and is operated under an agreement between the city and the company authorizing the company to exercise its franchises for the period of thirty years from August 13, 1893. By a later agreement between the electric company and the city, the city consented to the construction, maintenance and operation by the electric company of its railway upon and along Cedar street and other streets in the city, and by this agreement it was provided that nothing contained therein, or in the original agreement between the city and the company, or in the by-law of the City Council ratifying these agreements, should be 'construed to impose any liability on the corporation for the construction, repair, or maintenance of bridges on Cedar street, crossing Canada Atlantic Railway lines and the Canadian Pacific Railway lines, or any bridge or bridges that may be constructed in place of the same; or should be 'construed as assuming by the corporation of the said bridges or either of them.'

The street referred to as Cedar street is the one now known as Somerset street, on which the bridge in question is situated.

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By agreement between the Electric Railway Company, the Canadian Pacific Railway Company, and the Canada Atlantic Railway Company, for certain considerations therein named, the Electric Company agreed, from time to time and at all times thereafter, to 'indemnify and save harmless the railway company from and against all liability to maintain, alter, repair, or reconstruct the said bridge or the approaches thereto, and also from and against all claims for damages of every kind or nature whatsoever, or for any penalty imposed upon the said bridge or crossing, or the approaches thereto'; and further agreed that, if it should at any time become necessary to reconstruct the then existing bridge or to alter the same, plans of the said alteration or of the new bridge to be constructed should first be submitted to and approved by the railway company.

The substantial question for consideration was as to the body which should bear the cost of the alteration. The city, through its counsel, offered to bear one-fourth of the expense. The railway companies contended that, in view of their agreement with the Electric Company, and of the fact that the necessity for the widening of the bridge arises wholly from its use by the Electric Company, that company should bear the remaining portion of the expense.

Judgment, Chief Commissioner, March 13, 1907.

Held, that, as between the Electric Company and the two railway companies, the contention of the railway companies was correct, and that, as between the Electric Company and the city, the Electric Company should widen the bridge by sixteen feet according to the plans to be approved by the board, and that the city should pay the Electric Company one-fourth the expense involved in the addition.

#### *Passenger Rates.*

By order of the board, dated March 18, 1907, the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company were directed to reduce the passenger rates for their lines east of and including the Calgary and Edmonton Railway, to three cents per mile.

#### *Re the E. B. Eddy Company's Complaint.*

This company has asked the board to give the Grand Trunk Railway permission to reduce its charges on certain traffic carried at the rate of 10 cents per 100 lbs. under the tariff in force at the time, to 8 cents per 100 lbs. subsequently substituted.

Section 327 of the Railway Act provides that, when a railway company's standard freight tariff has been approved and published, the tolls specified therein—except where other tolls are provided for by special or competitive tariffs are the only tolls which the company is authorized to charge for the carriage of goods. Section 401 imposes a penalty on any person or company, or any officer or agent of a company, offering, granting, giving, soliciting, accepting or receiving any rebate, concession, or discrimination in respect of the transportation of any traffic by the company, whereby any such traffic shall, by any device whatsoever, be transported at a less rate than that named in the tariffs then in force; and section 402 makes it an offence in a company to depart from the tolls in a tariff then lawfully in force.

Judgment, March 18, 1907.

Held, that the Act gave the board no power to permit a departure from the lawfully existing tariffs in respect of past transactions, or to legalize rebates from the previously earned tolls specified in such tariff; and on this ground, I do not think that we should attempt to interfere. 'In the present instance an attempt to exceed the board's powers seems to be particularly objectionable, because the board would not be able to secure to others in a similar position the rebates which the Eddy Company desires, but by becoming a party to the rebate, it would facilitate an undue preference in favour of one shipper.'

Judgment in dissent, Mr. Commissioner Mills.

On October 16 and 17, the E. B. Eddy Company thought of shipping pulp for the

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manufacture of paper from Danville, Que., to Ottawa, Ont., and called the attention of Mr. Bremner, who represented the Grand Trunk in Ottawa, to the fact that the 10 cent rate quoted on pulp from Danville to Ottawa was prohibitive, and that they could not ship pulp from Danville to Ottawa at a higher rate than 8 cents per 100 lbs.

After considering the question, Mr. Bremner, on behalf of the Grand Trunk, advised the E. B. Eddy Company that the Grand Trunk would give the said company a rate of 8 cents per 100 lbs. from Danville to Ottawa. The Eddy Company accepted the 8-cent rate and notified Mr. Bremner that some cars were then being loaded; and Mr. Bremner says that the Eddy Company was then notified that the 8-cent rate would not apply on cars shipped prior to the date on which the tariff became effective. The correctness of this latter statement, the Eddy Company does not admit, but alleges that in good faith, without any doubt that the 8-cent rate would apply, it shipped five cars of pulp between the time that the 8-cent rate was announced and the publication of the tariff to that effect.

Subsequently the Grand Trunk Company rendered a bill for \$153.68, being an extra charge of two cents per 100 lbs. on six cars pulp shipped between the time of the announcement of the 8-cent rate and the publication of the tariff, 9 days later.

In reference to this account, the E. B. Eddy Company sets forth the following declarations and statements of opinion:—

It declares that it shipped five of the six cars in good faith after the reduction was announced, and had no doubt that the rate was to be 8 cents per 100 lbs.

It expresses the opinion that nine days was altogether too long a time to take in issuing the tariff, and directs attention to the statement of the chief traffic officer that the said tariff could have been issued much sooner, if it had been done in the way which is usual when it is known that cars are loaded or being loaded and waiting for shipment.

It calls attention to the fact that the application of the 8-cent rate from the date of the announcement would not involve a discrimination against any one.

And it further alleges that the Grand Trunk is willing to withdraw or cancel this account for extra charges over and above the 8-cent rate, if the Railway Commission will allow it to do so.

I think the intention of parliament, as expressed in section 401 of the Railway Act, was to prevent all kinds of *discrimination*—not to compel a railway company to continue charging an admittedly unreasonable or prohibitive rate until such time as it can conveniently prepare and issue a new tariff, when the said company is willing to make a reduction in such unreasonable or prohibitive rate as soon as its attention is called to the matter (before a change in the tariff is made)—provided such reduction is made with the knowledge of the Railway Commission and manifestly *without discrimination* against any one.

Such a reduction, under such circumstances and conditions, the Grand Trunk Railway Company announced its willingness to make in the published tariff rate on pulp from Danville, Que., to Ottawa, Ont.; and under such circumstances, I think the board should allow the said railway company, without injury to or discrimination against anyone, to apply its 8-cent reduced rate from the time when it announced its intention to make the reduction from 10 to 8 cents per 100 lbs.

March 8, 1907.

*Re Application of the Toronto, Hamilton and Buffalo Railway Company, under section 175 of the Railway Act, 1903, for leave to construct a branch from its main line in the city of Hamilton to the works of the Canadian Westinghouse Company.*

The projected line would cross Sherman avenue south of Princess street and run thence, approximately, parallel to and about 125 feet south of, that street, and parallel to, and some 350 feet south of, the line of the Grand Trunk Railway Company crossing at grade, between certain points, the line of the Hamilton Radial Electric Railway

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Company and curving northerly, about Fullerton avenue, a short distance from the Westinghouse Company's works.

Objection was made to this line by the residents of the locality west of Sherman avenue and between the proposed line and that of the Grand Trunk Railway Company, on the ground that it would be very injurious to them that their properties should be inclosed within a strip bounded by two lines of railway; and the Radial Company objected to a crossing of its line at grade. The Grand Trunk Railway Company also objected to the use of any portion of its right of way for the proposed branch.

Judgment, Chief Commissioner, March 28, 1907.

I am of opinion that it would not be reasonable to compel the Grand Trunk Railway Company to allow such a use of its land at that point.

I am also of opinion that it would not be proper to allow the construction of the branch beyond Sherman avenue south of Princess street. This would leave a strip of property about fifteen hundred feet long by three hundred and fifty feet in width between two lines of railway. At the present time the property between Sherman Avenue and the Westinghouse Company's property is wholly residential, and even though the proposed branch were simply to be used as a spur line for access to the Westinghouse Company's works, it would be highly injurious to the residents of such a strip. It may be that circumstances will lead to the strip becoming eventually a manufacturing locality; but, unless it is sufficiently important, the residents should not be forced to this result.

On behalf of the city of Hamilton, objection is made to the proposed lowering of the radial railway, as this would involve the lowering of Princess street below a large existing sewer, and in such a manner as would injure Princess street for public travel.

While one or more industries are to be served east of Sherman avenue, the extension beyond that is for the purpose of giving access to the Westinghouse Company's works only. If that company did not object, it would be possible to carry the line along that of the Grand Trunk Railway directly into the Westinghouse Company's premises. Doubtless it will be of great value to that company to have the additional railway connection and service, but it has already connection with the line of the Grand Trunk Railway, by means of which traffic can be transferred to and from the line of the Toronto, Hamilton and Buffalo Railway.

No public interests are involved, and it does not appear to me that the residents of the locality should be compelled to submit to the injury that would be done their property or that the Radial Company should have its line crossed at grade in order to enable the Westinghouse Company, which desires this railway communication, to procure it without injury to its own buildings or premises.

Held, Commissioner Mills dissenting, that the application for leave to construct the spur line on the route proposed should be refused, but that authority should be granted, if the applicant company desired, to construct a branch line with the diversion northwesterly over Sherman avenue to the south of the Grand Trunk Railway Company's right of way, and thence parallel thereto over the radial railway to Rosedale avenue, and to take it directly into the Westinghouse Company's premises, or have it connected with the Grand Trunk Railway tracks, as might be arranged, or that leave should be given for the construction of any portion of the line which might be desired.

#### *Re Cedar Dale-Oshawa Crossing.*

This was an application by the Police Village of Cedar Dale for an order directing the Grand Trunk Railway Company of Canada to provide better protection where its railway crosses Simcoe street, in the said village.

There was at the same point an electric railway crossing the Grand Trunk Railway, with interlocking appliances operated by the electric company, and the board, by its order of December 19, 1906, directed that the gates be interlocked with those appliances and be operated by the signalman stationed in the tower, and that the Grand Trunk Railway Company should bear the expense incident thereto over and



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above the expense to which the electric company was subject. The board also directed that an electric light should be provided and maintained by the village at the crossing.

Simcoe street, over which the Grand Trunk Railway Company crosses, is a continuation of a street of the town of Oshawa, but the point of crossing is outside the limits of the town. Counsel for the town supported the application for the order, and took part in the examination of witnesses. Among other things, he said: 'This corporation is interested in having the lives of the citizens protected—their lives and property—and would urge upon the commissioners as strongly as possible the propriety of providing such protection as may be thought proper.' And after reference to the probable expense of a subway, he said: 'But all the other protection that could be afforded would be urged by this corporation.' Further he said: 'The town council do not see that they should be called upon to contribute. They contribute an immense amount of business to the railway.'

In announcing to the parties its conclusions, the board expressed doubt whether the town could be considered interested so as to be liable to be made a contributory to the cost of protection of the crossing, and intimated that, if the railway company should be of opinion that the town was so liable, the board would like to be furnished with references to any statutory provisions imposing on the town or bestowing on it any rights with respect to a highway outside the boundaries of the town; and it also stated that it considered that the village of Cedar Dale was not in such financial position that it should be asked to contribute, except by providing and maintaining a light at the crossing.

The Grand Trunk Railway Company then applied to have the order varied so as to apportion the cost of the installation, operation and maintenance of the gates equally among the town of Oshawa, the village of Cedar Dale and the railway company, claiming that the town was interested in the matter and should be compelled to contribute, and that the weak financial position of the village was no sufficient ground for exempting it.

This latter application was heard before the board. In support of the claim of interest on the part of the town, reference was made to the position taken by the counsel for the town at the previous hearing, and to the case of the *Grand Trunk Railway Company v. City of Kingston*, 8 Ex. C. R. In that case an application was made to have certain orders of the Railway Committee of the Privy Council made rules of the Exchequer Court. By these orders, the city of Kingston was directed to contribute to the expense incident to the construction of a subway for carrying a highway under the Grand Trunk Railway outside of the city limits; and objection was made to the authority of the Railway Committee to impose this condition. The learned judge of the Exchequer Court was of opinion that he had no authority to review the decision of the Railway Committee upon the merits, or its method of procedure. He said: 'Was the city of Kingston interested in the works that were directed to be done? If that question is answered in the affirmative, the Railway Committee had jurisdiction to make the orders as amended. If it is answered in the negative, then the committee had no jurisdiction to impose upon the city of Kingston the obligation to bear any part of the cost of such works. I think the question should be answered in the affirmative. Although the works directed to be carried out are not within the limits of the city of Kingston, they are in close proximity thereto, and are intended to protect the public from danger of crossing the Grand Trunk Railway by a level crossing on a road that, within a short distance from the crossing, connects with one of the city streets. In addition to this, it appears that the city of Kingston was one of the movers in the application to the Railway Committee for an order to have the works in question undertaken; and it seems to me that one could not now, with fairness, say that the city of Kingston was not interested therein.'

In *re Canadian Pacific Railway Company* and county and township of York, 27 O.R. 559; 25 O.A.R. 65, Mr. Justice Rose upheld the validity of an order of the Railway Committee under which the city of Toronto, the county of York, and the township of York were directed to contribute to the cost of installing and maintaining

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gates and a watchman for the protection of a highway crossing which was in the township of York and outside the limits of the city of Toronto. The order of the Railway Committee had been made upon the application of the city of Toronto. The county and township of York appealed from the judgment. Burton, C.J.O., and Mac'ennan, J., were of opinion that the order was invalid in so far as it imposed a burden upon the township and county. Osler, J., held that the township and county were 'persons interested' within the meaning of the Railway Act, and subject to the jurisdiction of the committee. Meredith, J., held that, as the road was not a county road, and the county was under no responsibility for its maintenance, it could not be considered to be interested so as to be liable to the order of the committee.

The city of Toronto did not appeal, and it does not appear to have been represented before the Court of Appeal. As the original applicant for the order, it could hardly be said that it was not interested.

Chief Commissioner:

In the two cases referred to, the courts were called upon to enforce orders made by the Railway Committee. They could not review the decisions of the committee upon the facts. If there was before the committee any evidence that the parties ordered to contribute were 'interested' within the meaning of the statute, the jurisdiction of the committee to make the orders could not be disputed.

In the present case this board is the court of original jurisdiction which has to decide for itself, not merely the question of law, but also the question of fact, as regards interest, and further, whether, in the exercise of its discretion, it considers that the town should justly and properly be made to contribute to the cost of protecting the crossing in question.

I think that it cannot properly be said that, as a matter of law, there is not some evidence of interest on the part of the town which would support an order of the board against it, particularly in view of the direct claim of interest on the part of counsel representing the town. But it does not appear to me that the town is necessarily bound by the admission of some interest, having in view the circumstances and the nature of the interest admitted. The town corporation is a statutory body. It has no duty to maintain highways outside of the town limits, or to preserve them from obstruction. It is not authorized to expend the moneys of the town upon such highways. As a public body, having in view the interests of the citizens, a town council often interests itself in many matters of public importance not directly coming within its functions. Naturally the safety of citizens of the town travelling along the highway and over the crossing in question is looked upon by the council as of public interest; but it does not appear to me that, on that account, the municipal corporation can be said to have any legal interest in the matter of protecting the crossing. The individual interests of citizens having occasion to use the highway are not, in my opinion, ascribable to the corporation, and the admission of the counsel for the town, and the part which he took in supporting the application, do not appear to me to carry the matter farther or to constitute such an admission or evidence of interest as to warrant the board in finding as a matter of fact that there was such interest.

I think, therefore, that the town should not be ordered to contribute to the expense of erecting, maintaining, or operating the gates.

As regards the village of Cedar Dale, the matter stands in no different position from that presented at the original hearing. I do not think that the board should be called upon in such a case to revise its previous decision, where no new facts have been presented and no material point was previously overlooked. In making the order the board expressed its doubt upon the question of making the town a contributory. That question was fairly open for reconsideration.

In my opinion the application should be dismissed, and the railway company should be ordered to pay to the village a reasonable sum for costs of the application to vary the order. In view, however, of the state of the previous decisions and of the position taken upon the hearing by the town, I do not think that the railway company should be made to bear any portion of the costs of the town.

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Order dated May 23, 1907, issued accordingly. Costs of the application fixed at the sum of \$25.

*Re St. John Ice Company complaint.*

This was a complaint by the St. John Ice Company alleging that the New Brunswick Southern Railway Company were acting illegally and in violation of the provisions of the Railway Act by

1. Billing cars at 20,000 lbs. which contained 40,000 to 50,000 lbs. actual weight.
2. Billing cars at 2 cents per 100 lbs. contrary to C.R.C. No. 1, their standard tariff, which names 2½ cents per 100 lbs.
3. Billing cars at 20,000 lbs. contrary to the Canadian freight classification, which specifies 30,000 lbs. as minimum carload weight.
4. That through W. E. Scully, their agent at West St. John, passing and billing as 20,000 lbs. cars which W. E. Scully as 'The Union Ice Company' had sold and delivered as 50,000 lbs.
5. Misrepresenting the existing tariff charges in the following way: in December last past, their general freight agent, Mr. D. W. Wetmore, quoted as their current rate on ice from Spruce Lake to West St. John 2 cents per 100 lbs., minimum carload weight 30,000 lbs., when he must have known that tariff C. R. C. No. 2, giving a rate of 2 cents per 100 lbs. had been cancelled and that 2½ cents per 100 lbs. was the legal rate, as per tariff C. R. C. No. 1.

6. Through the collusive action of its officials violating the established tariffs, inasmuch as P. W. Wetmore, the accountant, who was also general freight agent, passed entries and way-bills, certified by him and F. J. McPeake, the superintendent, to the auditor, showing carload weights 20,000 lbs. when actually they were from 40,000 to 50,000 lbs, showing a total freight per car of \$1 had been collected when it should have been from \$10 to \$12.50 per car.

And applied, under section 60 of the Act, for an order for inquiry into the management of the said railway company, and for investigation of the complaints hereinbefore recited against the company and its officials.

Hearing at St. John.

Ordered, that leave be granted the complainant company to institute proceedings, under sections 399, 401 or 402, of the Railway Act, against the company for suffering or permitting

(a) W. E. Scully to obtain transportation for goods at less than the required toll then authorized and in force on the railway of the company.

(b) For transporting goods for the said W. E. Scully; and for suffering and permitting W. E. Scully to obtain transportation for such goods at less than the regular tolls then authorized and in force on the railway in violation of the provisions of the Railway Act.

Later, application was made, on behalf of the complainants, for a certified copy of this order, in order that the same might be made a rule of the Supreme Court under section 46 of the Railway Act.

Section 46 provides that any decision or order made by the board may be made a rule, order or decree of the Exchequer Court, or of any Superior Court, in any province of Canada.

Subsection 2 of that section reads:—

'2. To make such decision or order a rule, order or decree of any such court, the usual practice and procedure of the court in such matters may be followed; or in lieu thereof, the secretary may make a certified copy of such decision or order, upon which shall be made the following endorsement signed by the Chief Commissioner and sealed with the official seal of the board.

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'To move to make the within a rule (order or decree, as the case may be) of the Exchequer Court of Canada (or as the case may be).'

Application refused.

Held, Chief Commissioner, that, in the first instance, the usual practice and procedure of the court in such matters should be followed; that the other alternative provided under this section is intended rather for a case where the board is itself seeking to enforce one of its own orders, that is to say, an order where the board has taken the initiative.

**APPENDIX E.**

**INFORMAL COMPLAINTS FILED WITH THE BOARD  
DURING THE YEAR ENDING MARCH 31, 1907.**



**APPENDIX E.****INFORMAL COMPLAINTS FILED WITH THE BOARD DURING THE  
YEAR ENDING MARCH 31, 1907.**

1. Complaint against Wabash Railroad in making allowance to consignees for teaming beer from station to warehouse for distribution through the trade.
2. Excessive rates of Père Marquette Railroad charged Ridgetown Milling Company, on grain.
3. Excessive charges of Kaslo and Slocan Railway on zinc ores shipped by Canadian Metal Company between Kaslo and Sandon, B.C.
4. Discrimination in freight charges of the Canadian Pacific Railway on shipments of the Harris Abattoir Company, Limited.
5. *Re* Demand made by Canadian Pacific Railway for payment of advance charges on shipments of butter.
6. Condition of platform and crossing of the Canadian Northern Railway in the village of Togo, Saskatchewan, District No. 14 A.
7. Delay to carload of lambs shipped from Chatsworth, Ont., to Buffalo, N.Y.
8. Shortage of cars for movement of wood shipments via Canadian Pacific Railway from St. Gabrielle de Brandon, Que.
9. Excessive rates on cement shipments via Grand Trunk Railway from Hanover to Durham, Ont.
10. Lack of proper station facilities at Bowsman, Manitoba, on Canadian Northern Railroad.
11. Poor train service of Inverness Railway and Coal Company at Inverness, Nova Scotia.
12. Objection to raising of track of the Grand Valley Railway along Water street, in Galt, Ont.
13. Inadequate train service of the Grand Trunk and Wabash Railways at Middlemiss, Ont.
14. Poor train service on Melfort branch of the Canadian Northern Railway.
15. Excessive switching charges by the Père Marquette Railway on shipments of salt ex Windsor to Walkerville, Ont.
16. Excessive rates of the Grand Trunk Railway on shipments of corn from Windsor to Halifax, N.S.
17. *Re* Minimum weight demanded by railways on stock shipments in carloads.
18. Unjust discrimination in rates on oil shipments from Windsor and Walkerville, Ont., to Montreal, Que.
19. Excessive freight rates charged by the Grand Trunk and Canadian Pacific Railway Companies on shipments of beer from Walkerville, Ont.
20. Excessive rates of railways on shipments of stoves from Sarnia, Ont., to Manitoba.
21. Inadequate mail service furnished by the Grand Trunk Railway to Parry Sound, Ont.
22. Dangerous crossings of the Grand Trunk Railway at Oakville, Ont.
23. Excessive rates on wall paper shipments from East Toronto, Ont., by Grand Trunk and Canadian Pacific Railway Companies.
24. Overcharge on car of wheat shipped via Canadian Pacific Railway from Spring-side to Fort William, Ont.
25. Excessive rate on lumber shipped via Grand Trunk Railway from Pembroke, Ont., to Howick, Que.

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26. Unjust discrimination of Canadian Pacific Railway in car supply from White-mouth, Manitoba.

27. Excessive rates on salt shipments via Canadian Pacific Railway from Fort William, Ont., to Treherne, Manitoba.

28. Loss of hay through flying sparks of engine of Canadian Pacific Railway at Grayson, Sask.

29. Failure of Canadian Pacific Railway to furnish crossing near Grayson, Sask.

30. Excessive freight rates of Canadian Pacific and Canadian Northern Railway Companies on shipments from Prince Albert to Warman and Battleford, Sask.

31. Burning of fences near Snelgrove, Ont., on line Canadian Pacific Railway.

32. Insufficient fencing and unsatisfactory farm crossing provided by James Bay Railway on lots 28 and 29, concession 6, township of McDougall, district of Parry Sound, Ont.

33. Excessive freight rates of the Canadian Pacific Railway Company on shipments of the Canadian Newspaper Syndicate from Montreal, Que., to Vancouver, B.C.

34. Condition of railway crossings of the Canadian Pacific and Canadian Northern Railway Companies in the municipality of Portage la Prairie, Manitoba.

35. Excessive rates of the Canadian Pacific Railway Company on shipments of coal to Sutcliffe, Moir Milling Company, Moosomin, Sask.

36. Unfair rates charged by Canadian Pacific Railway Company on shipments of settlers' effects to Earl Grey, Saskatchewan, as compared with the rates to Prince Albert, Sask.

37. Location of the water tank of the Guelph and Goderich Railway at Lynwood, Ont.

38. Insufficient protection furnished by Toronto, Hamilton and Buffalo Railway at crossings in the town of Thorold, Ont.

39. Insufficient protection furnished by the Grand Trunk Railway at crossings in the town of Thorold, Ont.

40. Loss of J. Donohoe through cow killed on tracks, Canadian Pacific Railway.

41. Excessive rate on two cars of lumber shipped from Blackfalds to Vermilion, Saskatchewan.

42. Insufficient accommodation provided by Canadian Pacific Railway on shipments of hogs from the maritime provinces to Montreal, Que.

43. Excessive delay in transportation of shipment consisting of electric arc light from Grand Forks to Greenwood, British Columbia.

44. Overcharge of the Canadian Pacific and Canadian Northern Railways on a car-load of settlers' effects from Boston, Mass., to Vermilion, Alta.

45. Condition of the Grand Trunk Railway subway east of the quarter town line in the township of East Oxford, Ont.

46. Inadequate passenger train service of the Canadian Pacific Railway from St. Thomas, Que., Joliette county.

47. Excessive passenger rates on Canadian Pacific Railway from Prescott to Ottawa, Ont.

48. Inadequate facilities furnished by the Kingston Pembroke Railway on shipments of export ore made more from the feldspar mines to Kingston, Ont.

49. Condition of bridge on the Grand Trunk Railway near Blue Lake and at the side road west of Paris, Ont., municipality of South Dumfries.

50. Drainage of the Canadian Pacific Railway, township of Chatham, county of Argenteuil, Que., along its branch line to Brownsburg quarries.

51. Insufficient cattle pass provided by Niagara, St. Catharines and Toronto Railway on property of Isaiah Hansler at lot 125, school section 7, township of Thorold, Ont.

52. Cancellation of tariff W. 273 of Canadian Pacific Railway, complaint of the Porto Rico Lumber Company, province of British Columbia.

53. Excessive rates on branch lines of railways in the province of Alberta. Complaint of Alberta Farmers' Association.



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54. Excessive delay in delivery of goods via Canadian Pacific Railway from western points to Davidson, Sask.

55. Loss of horses by J. H. Holmes, on lot 20, concession 1, township of Kinloss, county of Bruce, Ont., on account of alleged poor cattle-guards on the Grand Trunk Railway.

56. Location of Canadian Northern Railway through lots 15 and 16, concession 1, township of Clarence, county of Russell, Ont.

57. Excessive freight rates of Canadian Pacific Railway from Ontario points to Strasburg, Sask.

58. Location of Quebec, Montreal and Southern Railway in parish of Longueuil, Que.

59. Insufficient supply of cars by Grand Trunk and Canadian Pacific Railways on shipments of brick from Hyde and Webster, Casselman, Ont.

60. Blocking of street crossings in town of Blenheim, Ont., with cars of Père Marquette Railroad.

61. Failure of Canadian Northern Railway to deliver shipment of household effects consigned to Maymont, Sask.

62. Excessive freight rates on coal shipped from Rouse's Point, N.Y., consigned to Casselman, Ont.

63. Inadequate accommodation furnished the residents at O'Connor, Ont., by Canadian Northern Railway.

64. Unsanitary conditions prevailing and inadequate accommodation provided by railways at station in Canada. Complaint of Dominion Commercial Travellers' Association.

65. Refusal of Père Marquette Railroad to carry shipments of fruit from Ruthven, Ont., on certain trains.

66. Dangerous crossing of the Grand Trunk Railway in the township of Darlington, Ont., between lots 18 and 19.

67. Loss of baggage forwarded from Montreal, Que., to Maymont, Sask., via Canadian Pacific and Canadian Northern Railways.

68. Removal by Grand Trunk Railway of station platform at Alma, Ont.

69. Overcharge by Grand Trunk Railway on carload of shingles consigned from Fenelon Falls to Toronto, Ont.

70. Non-delivery of shipment of nursery stock from Brown's nurseries, Ont., forwarded via Canadian Northern Railway from Warman to Vegreville, Alberta.

71. Delay in handling of fruit traffic via Grand Trunk Railway from Toronto to Winnipeg, Man.

72. Excessive freight rates of Canadian Pacific Railway on shipments of Robert McKiney from St. John to Rolling Dam, New Brunswick.

73. Excessive freight rates of Grand Trunk Railway on logs and lumber consigned to Renfrew, Ont., from points east of Rainy Lake, Ont.

74. Demurrage charges assessed by Canadian Pacific Railway on shipment of arc lamps to British Columbia Copper Company.

75. Failure of Canadian Pacific and Grand Trunk Railways to provide proper train connection at Caldwell Junction, Ont.

76. Poor facilities provided by Canadian Northern Railway at Shortdale, Man., for loading of lumber.

77. Excessive whistling of locomotives of Canadian Pacific and Grand Trunk Railways when passing asylum for insane at London, Ont.

78. Excessive rates of Canadian Pacific and Crow's Nest Southern Railways on traffic consigned to Fernie, British Columbia.

79. Excessive freight charges Grand Trunk Railway Company on coal to Vars, Ont.

80. Closing of station and failure of Grand Trunk to stop trains at Fort Erie (Amigari), Ont.

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81. Excessive freight rates of railways from Eastern Township points and Shawinigan Falls, Que., to Ottawa, Ont.
82. Excessive freight rates of railways on peaches and plums to Brandon, Man.
83. Excessive charges of Dominion Express Company on shipment of harness from Toronto to Claresholm, Alta.
84. Excessive express charges on three typewriting machines shipped from Woodstock, N.B., to Halifax, N.S.
85. Improper temperature of fruit cars on railways.
86. Cutting of timber by Canadian Pacific Railway on property of J. P. May, Dudley, Ont.
87. Estimated weights of apples in barrels as charged by railways in Canada.
88. Excessive express rates on shipments of apples forwarded by Graham Company, Belleville, Ont.
89. Failure of Canadian Pacific Railway to furnish station agent at Farrelton, Que.
90. Fencing of right of way by Canadian Pacific Railway, lots 23 and 24, concession 3, township of McKim, near Sudbury, Ont.
91. Inadequate car supply of Canadian Pacific Railway for shipments from St. Anne de Plains and Lepage, Que.
92. Improper methods of Grand Trunk Pacific Railway right of way agent in securing lands in the Clover Bar district.
93. Condition of highway crossings of the Canadian Northern Ontario Railway in the township of Clarence, Ont.
94. Inadequate car supply for shipments of wheat via Canadian Pacific Railway from North Portal, Sask.
95. Inadequate car supply for shipment of wheat via Canadian Pacific Railway from Coal Fields, Sask.
96. Inadequate car supply for shipments of wheat via Canadian Pacific Railway from Alexander and Griswold, Man.
97. Inadequate car supply for shipments of coal from Frank, Alta.
98. Inadequate car supply for shipments of grain via Canadian Pacific Railway from Rocanville, Sask.
99. Inadequate car supply for shipments of grain via Canadian Northern Railway shipped from Stewartburn, Man.
100. Non-payment by Grand Trunk Pacific Railway for land of Chester L. Mintminnick, Church Bridge, Sask.
101. Failure of Canadian Pacific and Grand Trunk and Canadian Northern Railways to allow the Mooney Car Line Company mileage on its cars.
102. Excessive passenger rates charged by the Halifax and Southwestern Railway Company.
103. Blocking of watercourse by Grand Trunk Railway at Freeman, Ont.
104. Excessive freight rates of Canadian Pacific and Grand Trunk Railways on live stock shipments forwarded by Gordon, Ironsides and Fares to Philadelphia, Pennsylvania and Baltimore, Md.
105. Inadequate car supply of Canadian Pacific and Grand Trunk Railways on shipments from Canadian Portland Cement Company.
106. Unsatisfactory train service of Grand Trunk Railway during the winter months between Montreal, Quebec and the south side of the St. Lawrence river.
107. Inadequate car supply of Grand Trunk Railway on shipments from Drumbo, Ont.
108. Express charges of the Dominion Express Company on shipments from Brampton to North Bay, Ont.
109. Loss of shipment of wrapping paper via Atlantic and Lake Superior Railway, consigned to Maria, Que.
110. Demurrage charges assessed by Canadian Northern Railway on shipment to Weston, Sask.

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111. Highway crossings of the Grand Trunk Pacific Railway in the municipality of Miniota, Man., one-half mile north of Arrow River siding on Miniota branch, Canadian Pacific Railway.
112. Loss of cattle belonging to W. E. Tees, of Tees, Alta., killed on right of way of Canadian Pacific Railway.
113. Advance in winter export rates by Grand Trunk and Canadian Pacific Railways on butter and cheese.
114. Discrimination in freight rates on live stock by Canadian Pacific Railway on shipments account Charles Knight, Calgary, Alta.
115. Flooding of lands of Daniel Michaels, Parry Sound, Ont., account blocking of watercourse by Canadian Northern Railway.
116. Excessive freight rates Canadian Pacific Railway to and from Cardston, Alta.
117. Delay of Grand Trunk Railway in supplying cars for shipments from St. Mary's, Ont.
118. Excessive freight rates of the Boston and Maine Railroad at Rock Island, Que.
119. Excessive rates of Canadian Pacific Railway on ties for export consigned to Elder Dempster Company.
120. Delay in delivery by railways shipments of freight consigned to Waterous Engine Co., Brantford, Ont.
121. Delay in delivery of shipments of freight account J. B. Smith & Co., via Canadian Pacific Railway from North Bay and Biscotasing to Toronto, Ont.
122. Excessive rates of Dominion and Canadian Express Companies on sour cream shipped account Ottawa Dairy Company.
123. Inadequate supply of cars by Michigan Central Railroad on shipments from the Wallaceburg Sugar Company, Wallaceburg, Ont.
124. Removal of planking by Canadian Pacific Railway between tracks on highway road, Macleod to Lyndon, Alta.
125. Inadequate car supply for shipments of grain via Canadian Northern Railway from Melfort, Saskatchewan.
126. Overcharge by Canadian Northern Railway for storage of baggage belonging to J. W. Giles, Edmonton, Alta.
127. Delay in handling traffic of J. S. Mitchell & Co., Sherbrooke, Que., via Grand Trunk Railway.
128. Insufficient passenger train accommodation furnished by Canadian Pacific Railway on Nominig Branch.
129. Overcharge on shipment of horses consigned to Arcola, Saskatchewan, by Canadian Pacific Railway.
130. Excessive delay in delivery of shipments from Port Perry, Ont., via Grand Trunk and Canadian Northern Railways to La Fonderie de Joliette, Que.
131. Inadequate car supply furnished by Canadian Pacific and Grand Trunk Railway on shipments from the Pembroke Lumber Company, Pembroke, Ont.
132. Loss of horses belonging to T. L. Woodwatt and P. Veale, killed by Grand Trunk Railway at Beaverton, Ont.
133. Delay in handling shipments of the *Toronto Globe*, Toronto, Ont., by Canadian Pacific and Canadian Northern Railways to points west of Winnipeg, Manitoba.
134. Excessive rates on bark shipments from Sprucedale, Ont., to London and Berlin, Ont., via Grand Trunk Railway.
135. Unfair demurrage charges of Canadian Northern Railway on shipment of Kemp Manufacturing Company, Winnipeg, Man.
136. Insufficient train service provided by Phillipsburg Junction and Quarry Company, to residents at Phillipsburg East, Que.
137. Lack of medical attendance by Grand Trunk Pacific Railway to men on construction near Ingolf, Ont.

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138. Poor mail connection of the Canadian Pacific and Canadian Northern Railways at Regina for mail for Lumsden, Sask.

139. Excessive switching charges of the Michigan Central Railway on shipments of the John Campbell Company, St. Thomas, Ont.

140. Failure of Grand Trunk Pacific Railway to obtain proper authority for crossings of highways in the municipality of Elton, Man.

141. Unsatisfactory train service of Canadian Pacific Railway to Asquith, Sask.

142. Inadequate car supply of Grand Trunk Railway for shipments of wood from Gilford, Ont.

143. Inadequate car supply by Canadian Pacific Railway Company for shipments of coal to Davidson, Sask.

144. Insufficient station accommodation provided by Central Vermont Railway at North Stanbridge, Que.

145. Inadequate car supply of Canadian Pacific and Canadian Northern Railways through the province of Manitoba, complaint of J. H. Ashdown Hardware Co., Winnipeg, Man.

146. Unsanitary condition of station and surroundings at Portage la Prairie, Man., Canadian Pacific Railway.

147. Protest of Northwest Cedarmen's Association against railways providing permanent stakes on flat and gondola cars for shipments of cedar products.

148. Delay in handling freight shipments via Grand Trunk Railway from Montreal, Que., to Victoriaville, Que.

149. Excessive charges of railways on commercial baggage from Ottawa and Winnipeg to Toronto, Ont.

150. Discriminatory rates of the Grand Trunk Railway on lumber shipments from Huntsville to St. Thomas as against Wingham, Ont.

151. Condition of cars supplied by Canadian Northern Railway to coal dealers at Edmonton, Alta., for the movement of coal traffic.

152. Condition of fences of Canadian Pacific Railway along right of way near Cartwright, Man.

153. Closing of station by Michigan Central Railway at Hawtrey, Ont.

154. Excessive interswitching charges of Grand Trunk and Canadian Pacific Railways on four cars of railway ties account Rideau Lumber Company, Ottawa, Ont.

155. Discrimination in car supply of Canadian Northern Railway at Vassar, Man.

156. Excessive delay in transit on car of lambs forwarded from Mount Forest, Ont., to Buffalo, N.Y.

157. Dangerous condition of railway crossings in the county of Oxford, Ont.

158. Overcharge by Atlantic and Lake Superior Railway on six horses from Matapedia, Que., to Newcastle, account Port Daniel Lumber Company.

159. Overcharge on carload of brick shipped via Quebec, Montreal and Southern and Delaware and Hudson Railways, from St. Lambert to St. Antoine, Que.

160. Inadequate facilities furnished by Central Vermont Railway for handling of freight at Granby, Que.

161. Stop over privileges on shipments of poultry to Almonte, Ont., via Canadian Pacific Railway.

162. Cartage charges of railways on shipments of the Ontario Retail Hardware Company and Stove Dealers Association.

163. Interswitching charges of Canadian Pacific and Canadian Northern Railways at Winnipeg, Man.

164. Inadequate car supply, Canadian Pacific Railway, for movement of grain shipped from Belle Plains, Sask.

165. Excessive delay by Atlantic and Lake Superior Railway in transporting shipment of condition powder from Ste. Adele, Que., to Caplin, Que.

166. Train service of Canadian Northern Railway at Swan River, Man.

167. Protest against passenger rate of 3½ cents a mile as charged by the Grand Trunk Railway east of Toronto, Ont.

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168. Excessive freight rates of Canadian Pacific Railway on shipment of settlers' effects from Alexandria, Ont., to Canadian Northwest.
169. Inadequate car supply by Canadian Pacific Railway for lumber shipments from Canterbury, N.B., to Boston, Mass.
170. Loss of shipment via Grand Trunk and Canadian Northern Railways from Coomb & Watson, Kincardine, Ont., to the Bampffield Company, Winnipeg, Man.
171. Insufficient car service of the Grand Trunk and Canadian Pacific Railways, and embargo of Grand Trunk Railway on shipments to points east of Toronto, Ont.
172. Damage done by St. Mary's and Western Ontario Railway to farm of William Slater, Granthurst, Ont.
173. Excessive freight rates of Canadian Pacific Railway on shipments of canned goods forwarded from Wellington, Ont., to Sturgeon Falls, Ont.
174. Damage claim through failure of Canadian Northern Railway to furnish car for transportation of household effects from Ridgeville, Man., to Pimwood, Ont.
175. Discriminatory rates of Canadian Pacific Railway on flour in carloads from Enderby, B.C., to Ladysmith, B.C., as compared with rates to Victoria, B.C.
176. Dangerous condition of Grand Trunk bridge and crossing of road at north end of the town of Weston, Ont.
177. Condition of culvert on Dufferin street crossing at east end of Dennison avenue of Canadian Pacific and Grand Trunk Railways in the village of Weston, Ont.
178. Discriminatory freight rates of Grand Trunk Railway on shipments of coal on account of Angus McDonald & Sons, Alexandria, Ont., and local points.
179. Discriminatory rates of New Brunswick Southern Railway Company on ice to Union Ice Company, St. John, N.B.
180. Failure of Canadian Pacific Railway to provide proper transfer at Regina on shipments to Canadian Northern Railway points.
181. Excessive charges of Dominion Express Company on milk shipments of A. Thompson, Dewdney, B.C., to Vancouver, B.C.
182. Discriminatory interswitching charges of the Grand Trunk Railway on shipments at Toronto, Ont.
183. Excessive charges of Grand Trunk Railway on six cars of pulpwood from Danville, Que., to Hull, Que.
184. Inadequate car supply, Canadian Pacific Railway, for movement of hay traffic account, Montreal Hay Exporters Association.
185. Discrimination by Grand Trunk Railway in car supply for movement of hay traffic account Quintal & Lynch, Montreal, Que.
186. Inadequate car supply by Canadian Pacific Railway for movement of hay traffic to Montreal.
187. Inadequate car supply by Grand Trunk Railway for movement of hay traffic from St. Remi, Que.
188. Inadequate car supply for movement of hay traffic to Montreal by Grand Trunk Railway.
189. Inadequate car supply for movement of grain traffic by all railways.
190. Failure of railways to supply cars for movement of cement from Lakefield, Ont.
191. Failure of railways to furnish cars for movement of lumber to Toronto, Ont.
192. Failure of Grand Trunk Railway to supply sufficient cars at Point St. Charles, Que., for movement of traffic.
193. Failure of railways to furnish sufficient cars for Kingston, Ont., for movement of traffic.
194. Failure of railways to furnish sufficient cars for movement of traffic at Hamilton, Ont.
195. Insufficient supply of cars by Canadian Pacific Railway for the movement of traffic to Montreal, Que.

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196. Failure of Canadian Pacific Railway to furnish sufficient equipment for the movement of traffic at London, Ont.
197. Car service rules in connection with loading of lumber.
198. Insufficient protection at spur to burner on James Bay Railway at Parry Sound, Ont.
199. Excessive freight rates, Canadian Northern Railway on cordwood from Dauphin, Man.
200. Excessive export rates on cheese shipments from Brockville, via St. John, New Brunswick, and Portland, Maine.
201. Overcharge in weight of cars shipped via Canadian Pacific Railway to Newbery, N.B.
202. Excessive passenger rates charged by Canadian Pacific Railway between Port Arthur and Ottawa, Ont.
203. Excessive and unnecessary whistling of locomotives of Grand Trunk Railway in passing from Laurier Bridge to the Deep Cut, Ottawa, Ont.
204. Insufficient passenger train service of Grand Trunk Railway between Malton and Toronto, Ont.
205. Complaint of treatment given shipper at Malvina, Que., by Maine Central Railroad Company in unloading of freight.
206. Advance in rates on railway ties by railways in Canada.
207. Failure of Quebec, Montreal and Southern Railway to provide stick booms at Sorel, Que.
208. Excessive charges of Grand Trunk Railway on lumber stopped in transit for milling at Orillia, Ont.
209. Changes made by Grand Trunk Railway in grades and subways in various crossings in the township of London, Ont.
210. Failure of Canadian Pacific Railway Company to pay for right of way in section 1, range 13-17, west of 1st meridian, province of Alberta.
211. Objection to laying of Toronto and Niagara Railway tracks fronting the convent of the nuns of Loretto at Niagara Falls, Ont.
212. Delay to shipment of lumber via Canadian Pacific and Canadian Northern Railways ex Crothers' siding, Maymont, Sask.
213. Protest of William Brown, township of Onondaga, *re* narrow gates at farm crossing of Grand Trunk Railway.
214. Protest against arrangement existing between Canadian Pacific Railway and Seeley Packet line on flour ex Ontario or Manitoba points to St. John, New Brunswick.
215. Loss through horses killed by Canadian Pacific Railway at Kisbey, Sask.
216. Excessive demurrage charges by Grand Trunk Railway on shipments of shingles to Toronto, Ont.
217. Refusal of Canadian Express Company to accept responsibility for delivery of milk at Montreal to party to whom consigned.
218. Excessive rates charged by Maritime Express Company over Halifax and Southwestern Railway.
219. Non-execution by Canadian Pacific Railway of deed of land made to F. R. DuCailland at Sudbury, Ont.
220. Shortage in weights of coal delivered by railways.
221. Excessive weight and charges on a launch shipped by Grand Trunk Railway from Toronto to Muskoka, Ont.
222. Failure of Canadian Northern Quebec Railway to fence right of way at property facing station at Brunet, Que.
223. Excessive freight rates on coal from Pictou, Sydney and other Nova Scotia coal shipping points to points west of Windsor, Nova Scotia.
224. Failure of Canadian Pacific Railway to construct Lyleton branch in Saskatchewan.
225. Obstructing of drainage along line of Atlantic and Lake Superior Railway near Maria, Que.

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226. Excessive estimated weight on shipment of harrows via Atlantic and Lake Superior Railway.
227. Loss through cattle killed by Canadian Pacific Railway near Blackfalds, Sask.
228. Cutting down of timber, Guelph and Goderich Railway, on tract of land adjoining right of way of railway near Tralee, Ont.
229. Loss of cattle killed by railway near Reston, Man.
230. Failure of railway to properly fence right of way at lot 29, concession 5, Parry Sound, Ont.
231. Refusal of Niagara Falls Park and River Railway to furnish freight service.
232. Excessive rates on varnish and paint from Windsor, Ont., as contrasted with rates on similar freight from eastern points.
233. Failure of express companies to carry express traffic for Vegreville, Alta., via direct route from points east.
234. Requirement of express companies that shipments of newspapers must be weighed daily before departure of trains.
235. Loss of cattle killed on Canadian Northern Railway tracks near Vermilion, Alta.
236. Delay in getting rural telephones across tracks of Grand Trunk Railway near Casselman, Ont.
237. Unsatisfactory treatment afforded the public by agent of Canadian Pacific Railway at Claresholm, Alta.
238. Freight service on Canadian Pacific Railway to Govan, Sask.
239. Excessive freight rates on lumber and coal charged by railways in Saskatchewan.
240. Discrimination in passenger rates to immigrants arriving at Canadian ports who were carried by non-combine steamers.
241. Failure of Central Vermont Railway to supply adequate equipment for removal of hay traffic from Des Rivière, Que.





**APPENDIX F.**

**LIST OF EXAMINATIONS AND INSPECTIONS**

**MADE BY THE**

**ENGINEERING DEPARTMENT OF THE BOARD, COVERING PERIOD  
FROM APRIL 1, 1906, TO MARCH 31, 1907.**



**APPENDIX F.****LIST OF EXAMINATIONS AND INSPECTIONS MADE BY THE ENGINEERING DEPARTMENT OF THE BOARD, COVERING PERIOD FROM APRIL 1, 1906, TO MARCH 31, 1907.**

April 3, 1906.—Inspection of interlocking plant where the Canadian Pacific Railway crosses the Grand Trunk Railway at Alliston, Ont.

April 5, 1906.—Inspection of proposed change of location of the Toronto, Grey and Bruce Railway (leased by the Canadian Pacific Railway), near Bolton village, Ont.

April 5, 1906.—Inspection of spur lines of the Grand Trunk Railway in the town of Bracebridge, Ont.

April 6, 1906.—Inspection of the Hawk Rock bridge on the North Bay branch of the Grand Trunk Railway, near Gravenhurst, Ont.

April 7, 1906.—Inspection of the Grand Valley Railway from the southern limit of the town of Galt to its junction with the Galt, Preston and Hespeler Railway, a distance of about half a mile.

April 11, 1906.—Inspection of the crossing of the Hull Electric Railway over the Canadian Pacific Railway, north of Central depot, Ottawa.

April 11, 1906.—Inspection of diversion of the Nanaimo and Esquimault Railway north of Ladysmith; and a general inspection of the line for opening for traffic.

April 14, 1906.—Inspection of drain on right of way of the Grand Trunk Railway in Preston, Ont.

April 18, 1906.—Inspection of the James Bay Railway, crossing the Canadian Pacific Railway tracks, at rail-level, near Wahnapiatae station, Ont.

April 27, 1906.—Inspection of proposal of the Canadian Pacific Railway to lay tracks on the west side of Nicholas street, in the city of Ottawa.

April 30, 1906.—Inspection of crossing of the Canadian Pacific Railway at Main street, Bridge and Little Bridge streets, Almonte, Ont.

May 2, 1906.—Inspection *re* better protection in regard to drainage of lands crossed by the proposed Lindsay diversion of the Grand Trunk Railway, Lindsay, Ont.

May 2, 1906.—Inspection of proposed crossing of Grand Trunk Railway on Angeline street, Lindsay, Ont.

May 3, 1906.—Inspection of R. Adams, farm crossing on the Canadian Pacific Railway (Sudbury-Kleinburg branch), six and a half miles south of Alliston, Ont.

May 3, 1906.—Inspection of interlocking plant of the Canadian Pacific Railway Company (Sudbury-Kleinburg branch), and the Grand Trunk Railway (Collingwood branch), near Utopia station, Ont.

May 3, 1906.—Inspection of Wright drain where it proposes to cross the Père Marquette Railway in the township of Raleigh, Essex county, Ont.

May 4, 1906.—Inspection of place where the Windsor, Essex and Lake Shore Rapid Railway proposes to cross the track of the Canadian Pacific Railway, on the Gravel road, township of Sandwich east, county of Essex, Ont.

May 4, 1906.—Inspection of crossing of the Grand Trunk Railway of the Peterborough Radial Railway, Peterborough, Ont.

May 5, 1906.—Inspection of proposed highway diversions in connection with the proposed Windsor yards, of the Canada Southern Railway, near Windsor, Ont.

May 5, 1906.—Inspection of place where the Windsor, Essex and Lake Shore Rapid Railway proposes to cross the tracks of the Canada Southern Railway on Talbot street, Essex, Ont.

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May 11, 1906.—Inspection of proposed crossings of Lyndon street and the road on the Dominion Government reserve in the town of Thorold, Ontario, by the Niagara, St. Catharines and Toronto Railway.

May 25, 1906.—Inspection of crossing over the Canadian Pacific Railway on lot 10, concession 3, township of Neelon, district of Nipissing, Ont.

May 26, 1906.—Inspection of J. Bte. Chinier's proposed farm crossing on the So. line of the Canadian Pacific Railway, about three miles west of Blind River station, Ont.

May 28, 1906.—Inspection of proposed street crossing where the Canadian Pacific Railway intersects Huron street in the town of Steelton, Ont.

May 28, 1906.—Inspection of location of the proposed spur lines to the premises of the Union stock yards and Gunn's, Limited, Toronto Junction, Ont.

June 8, 1906.—Inspection of rail-level crossing over the main lines of the Grand Trunk Railway, from Montreal to Oshawa, at the western end of the Oshawa station.

June 8, 1906.—Inspection of highway crossing of the Grand Trunk Railway, between lots 20 and 21, in the township of Whitby, known as Corbett's Crossing.

June 9, 1906.—Inspection of crossing on farm of John Barr, Blyth, Ont.

June 11, 1906, Inspection of interlocking plant at the crossing of the Canadian Pacific Railway by the Grand Trunk Railway, one mile west of Woodstock, Ont.

June 11, 1906.—Inspection of conditions of approaches of highway bridge on Grand Trunk main line west of Paris station, Ontario; also as to the unsafe condition of a highway bridge over their branch line to Harrisburg,, near Blue Lake, Ont.

June 12, 1906.—Inspection of farm crossings of Jacob H. Wright and John A. Hicks, in lot 29, concession 4, township of Enniskillen, Ont.

June 19, 1906.—Inspection of additional lands required by the Grand Trunk Railway for terminal purposes at the Central station, Ottawa.

June 20, 1906.—Inspection of site proposed high level bridge over the tracks of the Canadian Pacific Railway and Grand Trunk Railway near the Don river, Toronto, Ont.

June 21, 1906.—Inspection of plans of proposed method of protection high tension power transmission lines at railway crossings.

June 22, 1906.—Inspection of place where it was proposed to permit the electric railway to cross the Grand Trunk Railway at Chatham, Ont.

June 22, 1906.—Further inspection of proposed crossing of the main line of the Grand Trunk Railway by the Chatham, Wallaceburg and Lake Erie Railway, in the city of Chatham, Ont.

June 23, 1906.—Inspection of site of proposed wall for protection of road at Milverton river, Ont.

June 28, 1906.—Inspection of site of proposed crossing of the Grand Trunk Railway main line on lot 15, concession 4, township of Scarboro, county of York, Ont.

July 2, 1906.—Inspection of site of proposed crossing of the Canadian Pacific Railway and Canadian Northern Railway by the Grand Trunk Pacific Railway, at West Fort William, Ont.

July 3, 1906.—Inspection of Napierville Junction Railway crossing the Grand Trunk Railway at rail level, 5,800 feet west of Lacolle Junction, Que.

July 4, 1906.—Inspection of highway bridge over the Grand Trunk Railway at St. Bruno, county of Chambly, Que.

July 7, 1906.—Inspection of ditches and culverts on the line of the Grand Trunk Railway in the township of Guelph, Ont.

July 12, 1906.—Inspection of additional culvert on the Grand Trunk Railway (Buffalo-Goderich branch), near Caledonia, Ont.

July 13, 1906.—Inspection of Guelph and Goderich Railway, into crossings and ditches, Blyth, Ont.

July 13, 1906.—Inspection of under-crossing on the Guelph and Goderich Railway, near Blyth, Ont.

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July 16, 1906.—Inspection of James Bay Railway crossing the Grand Trunk Railway (Sutton branch) near Mount Temple, Ont.

July 19, 1906.—Inspection of site of proposed crossing of Michigan Central Railroad by the Windsor, Essex and Lake Shore Rapid Railway.

July 19, 1906.—Inspection of site of proposed crossing of Michigan Central Railroad by the Windsor, Essex and Lake Shore Rapid Railway at Essex, Ont.

July 27, 1906.—Inspection of two farm crossings (Sudbury-Kleinburg branch) Canadian Pacific Railway, near Parry Sound, Ont.

August 2, 1906.—Inspection of interlocking plant at the crossing of the Canadian Pacific Railway (Sudbury-Kleinburg branch) with the Grand Trunk Railway (Midland branch) near Coldwater, Ont.

August 3, 1906.—Inspection of revised location of the Canadian Pacific Railway, through the property of the St. Paul Land and Hydraulic Company, Cote St. Paul, Que.

August 4, 1906.—Inspection of a diversion of the main line of the Crow's Nest Pass branch of the Canadian Pacific Railway, for opening for traffic at Macleod, Alta.

August 6, 1906.—Inspection of a bridge over the Assiniboine river at Headingly, Manitoba, on the line of the Canadian Pacific Railway.

August 9, 1906.—Inspection of fencing between Wolseley and Sintaluta, Saskatchewan, on the Canadian Pacific Railway.

August 9, 1906.—Inspection of interlocking plant at the crossing of the James Bay Railway with the Grand Trunk Railway (Toronto and North Bay line) at Washago, Ont.

August 20, 1906.—Inspection of road crossing on the line of the Grand Trunk Pacific Railway at Arrow River, Man.

August 23, 1906.—Inspection of second track of the Canadian Pacific Railway for opening for traffic between Westfort and Neebing, Ont.

September 5, 1906.—Inspection of several street crossings and subways on the Canadian Pacific Railway in Calgary, Alta.

September 7, 1906.—Inspection of Canadian Pacific Railway (Edmonton branch) of several street crossings in Didsbury, Alta.

September 7, 1906.—Inspection of Canadian Pacific Railway (Edmonton branch) of several street crossings in Olds, Alta.

September 18, 1906.—Inspection of crossing of the Dominion Atlantic Railway by the Middleton and Victoria Beach Railway at Middleton, N.S.

September 19, 1906.—Inspection of the location of the Quebec, Montreal and Southern Railway, on what is known as the South River Bridge.

September 20, 1906.—Inspection of the Canadian Pacific Railway Company's proposed drain across lot 2, concession 4, township of Kaladar.

September 22, 1906.—Inspection of Canadian Pacific Railway (Reston-Wolseley branch) for a distance of 92 miles from Reston to Windthart, Manitoba.

September 27, 1906.—Inspection of Canadian Pacific Railway (Lauder branch) for a distance of sixteen miles from Lauder to Broomhill, Man.

September 28, 1906.—Inspection of Canadian Pacific Railway (Moosejaw branch) for 14.5 miles from Moosejaw to Belbeck, Sask.

October 1, 1906.—Inspection of Canadian Pacific Railway (second track) for distance of 5.5 miles from Neebing to Murillo, Ont.

October 4, 1906.—Inspection of crossing of the Canadian Pacific Railway (Miniota branch) with the Grand Trunk Pacific Railway, near Forest, Man.

October 5, 1906.—Inspection of Canadian Northern Railway accident,—collapse of trestle bridge near Port Arthur, Ontario.

October 5, 1906.—Inspection of the crossing of the Canadian Pacific Railway at Nelson street, Sudbury, Ont.

October 11, 1906.—Inspection of Ottawa and New York Railway between Ottawa and Cornwall, with reference to condition of the road-bed.

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October 11, 1906.—Inspection of highway crossings on line of the Ottawa and New York Railway, between Ottawa and Cornwall.

October 14, 1906.—Inspection of Canadian Pacific Railway (second track) for distance 13.5 miles from Murillo to Kakabeka, Ont.

October 14, 1906.—Inspection of Canadian Pacific Railway (second track), from Dexter to Linko, Ont., a distance of 5.7 miles.

October 14, 1906.—Inspection of Canadian Pacific Railway (second track) from Gull River to Ignace, Ont., a distance of 7.6 miles.

October 14, 1906.—Inspection of Canadian Pacific Railway (second track) from mile 6.5 to Raleigh, Ont.

October 16, 1906.—Inspection of Toronto-Sudbury branch of the Canadian Pacific Railway from Bolton to Craighurst, for opening for traffic.

October 17, 1906.—Inspection of Guelph and Goderich Railway for opening for traffic between Elmira and Milverton, Ont.

October 17, 1906.—Inspection of road crossing on line of Guelph and Goderich Railway, near Milverton river, township of Mornington, Ont.

October 17, 1906.—Inspection of Brandon, Saskatchewan and Hudson Bay Railway, for distance of 43 miles from the International boundary to Wenster, Man.

October 18, 1906.—Inspection of crossing of the Midland Railway with the Canadian Northern Railway at Roland, Man.

October 18, 1906.—Inspection of crossing of the Midland Railway with the Canadian Pacific Railway at Plum Coulee, Man.

October 22, 1906.—Inspection of Canadian Pacific Railway (Yahk branch) for a distance of 8.5 miles from Curzon to Kingsgate, British Columbia.

October 23, 1906.—Inspection of overhead bridge over the Grand Trunk Railway in the city of Kingston, Ont.

October 25, 1906.—Inspection of Timothy street crossing of the Canadian Pacific Railway, Montreal, Que.

October 27, 1906.—Inspection of the Vancouver, Victoria and Eastern Railway from Midway to Molson, B.C., a distance of 28.9 miles.

October 31, 1906.—Inspection of the Nicola, Kamloops and Similkameen Coal and Railway Company, from Spences Bridge to Coutlee, B.C., a distance of 37.8 miles.

November 2, 1906.—Inspection of the Staynerville Branch of the Canadian Pacific Railway from Staynerville Station to Brunet's Quarry, Que.

November 5, 1906.—Inspection of the Canadian Northern Railway, from Rose-dale, Toronto, to Parry Sound, Ont.

November 7, 1906.—Inspection of the Rockland Branch of the Grand Trunk Railway crossing the Canadian Northern at Rockland, Ont.

November 7, 1906.—Inspection of crossing of the Hawkesbury Branch of the Grand Trunk Railway by the Canadian Northern Ontario Railway.

November 8, 1906.—Inspection of crossing of the Niagara, St. Catharines and Toronto Railway by a spur line of the Michigan Central on Victoria Avenue, Niagara Falls, Ont.

November 9, 1906.—Inspection of place where the Walkerton and Lucknow Railway proposes to cross the Grand Trunk Railway near Hanover, Ontario.

November 9, 1906.—Inspection of newly constructed 'South Bank Branch' of the Canadian Pacific Railway, from a point on the south side of the Lachine canal to Eadie street, Cote St. Paul, Que.

November 10, 1906.—Inspection of crossing of the Midland Railway with the Canadian Pacific tracks in the western part of Winnipeg, Man.

November 16, 1906.—Inspection of Brandon, Saskatchewan and Hudson Bay Railway, from Brandon to Webster, Man., a distance of 26.5 miles.

November 17, 1906.—Inspection of crossing of Midland Railway with the Canadian Pacific Railway (Souris section) at Elm Creek, Manitoba.

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November 19, 1906.—Inspection of highway crossings by the Grand Trunk Railway in the town of St. John, Que.

November 19, 1906.—Inspection of crossing of the Windsor, Essex and Lake Shore Rapid Railway by the Canada Southern at Talbot street, Essex, Ont.

November 20, 1906.—Inspection of plans for spur track of the Grand Trunk Railway to the Canada Saw Company and the Lang Biscuit and Confectionery Company, Montreal, Que.

November 20, 1906.—Inspection of interlocking plant at the crossing of the Michigan Central Railway and the Grand Trunk Railway at Lasalette, Ont.

November 23, 1906.—Inspection of the Canadian Pacific Railway (Winnipeg Beach) to Gimli, Man.

November 23, 1906.—Inspection of New Brunswick Southern Railway between St. John and St. Stephen, with reference to the condition of road-bed, &c.

November 27, 1906.—Inspection of the Atlantic, Quebec and Western Railway.

November 28, 1906.—Inspection of the Canadian Pacific Railway (Wetaskiwan branch) from Daysland to Hardisty, Alta.

November 28, 1906.—Inspection of the Atlantic and Lake Superior Railway, from Matapedia to New Carlisle.

November 29, 1906.—Inspection of protection at Wilson, Norwich, Dundas and Peel streets, Woodstock, Ont.

November 29, 1906.—Inspection of culvert in the township of East Oxford, Ont.

November 30, 1906.—Inspection of location of proposed spur line of the Canadian Pacific Railway to the premises of the James Smart Company, Brockville, Ont.

December 1, 1906.—Inspection of street crossing with the Canadian Pacific Railway, in the city of Medicine Hat, Sask.

December 6, 1906.—Inspection of crossings of highways by the second track of the Michigan Central Railroad in the townships of Bertie, Humberstone and Crowsland, mileage, 0 to 16, from Bridgeburg. Townships of Walpole, Townsend, Windham, South Norwich, Durham and South Dorchester, mileage, 40 to 103 from Bridgeburg. Townships of Howard, Harwich, Raleigh and East Tilbury, mileage, 159 to 190 from Bridgeburg.

December 6, 1906.—Inspection of the tracks of the Michigan Central Railway for opening for traffic between Tilsonburg and Springfield and Ridgetown and Tilbury.

December 12, 1906.—Inspection of the Canadian Pacific Railway (Reston-Wolseley branch) from Windthorst to Kaiser, Sask.

December 20, 21 and 24, 1906.—Investigation into car shortage for the carriage of grain at North Portal, Saskatchewan, Bienfait, Saskatchewan and Darlington, Man.

December 20, 1906.—Inspection of trestle on spur line to Dickson's Mills, in Peterborough, Ont.

December 21, 1906.—Inspection of crossing of the Guelph and Goderich Railway by the Guelph Radial Railway on the Elora road, Guelph, Ont.

December 23, 1906.—Inspection of interlocking plant at the crossing of the Canadian Pacific Railway with the Canadian Northern, parish of St. James, Man.

December 27, 1906.—Inspection of interlocking plant at the crossing of the Michigan Central Railway with the Grand Trunk Railway at Hagersville, Ont.

December 27, 1906.—Inspection of interlocking plant at crossing of the Midland Railway with the Canadian Pacific Railway (Souris branch) at Elm Creek, Man.

December 27, 1906.—Inspection of interlocking plant at crossing of Midland Railway with the Canadian Northern Railway at Carman, Man.

December 27, 1906.—Inspection of interlocking plant at crossing of Midland Railway with the Canadian Pacific Railway at Plum Coulee, Man.

December 31, 1906.—Inspection of highway crossing of the Quebec, Montmorency and Charlevoix Railway at rail level, to get to what is known as the government wharf.

December 31, 1906.—Inspection of highway crossing over the Grand Trunk Railway tracks at their station known as Chaudière Curve.

January 2, 1907.—Inspection of diversion of highway across the Canadian Pacific

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Railway tracks in the township of Petite Rivière du Loup, county of Maskinonge, Que.

January 6, 1907.—Investigation into collapse of Canadian Northern bridge near Port Arthur, Ont.

January 6, 1907.—Inspection of second track of Michigan Central Railway, for opening for traffic between Waterford and Tilsonburg.

January 14, 1907.—Inspection of protection at Notre Dame street, Montreal.

January 14, 1907.—Inspection of diversion of the old roadway at St. Timothy street, Montreal, over the tracks of the Canadian Pacific Railway.

January 15, 1907.—Inspection of method employed by electric companies in carrying high tension power transmission lines across railways.

January 16, 1907.—Inspection of crossing of the colonization road over the Canadian Pacific Railway at Bala, Ont.

January 17, 1907.—Investigation into wreck on the Canadian Pacific Railway, near Kamanistiquia, Ont.

January 18, 1907.—Investigation into wreck on the Canadian Pacific Railway at Ostersund, Ont.

January 22, 1907.—Inspection of places where the Preston and Berlin Street Railway crosses the spur lines of the Grand Trunk Railway on Joseph and Wilmot streets, Berlin, Ont.

January 23, 1907.—Inspection of London and Port Stanley Railway with reference to condition of road-bed.

January 24, 1907.—Inspection of proposed extension of Davis and Mitchell streets across the tracks of the Grand Trunk Railway in the town of Port Colborne, Ont.

February 1, 1907.—Inspection of branch line of the Vancouver, Westminster and Yukon Railway from False creek drawbridge to Clark's Drive, Vancouver, British Columbia.

February 1, 1907.—Inspection of the Vancouver, Westminster and Yukon Railway from a point on the main line north of False creek drawbridge to the foot of Carroll street, Vancouver, British Columbia.

February 1, 1907.—Inspection of the Vancouver, Westminster and Yukon Railway branch line across the south shore of False creek to Burrard Inlet, crossing several car tracks, and the tracks of the Canadian Pacific Railway in Vancouver, British Columbia.

February 4, 1907.—Inspection of place where the Vancouver, Westminster and Yukon Railway proposes to join the tracks of the Canadian Pacific Railway at Tenth street, Vancouver British Columbia.

February 4, 1907.—Inspection of location of proposed line of the Vancouver, Westminster and Yukon Railway from 14th to 20th streets, New Westminster.

February 4, 1907.—Inspection of crossing of the Vancouver, Westminster and Yukon Railway with spur line leading to the Royal City Mills, New Westminster.

February 4, 1907.—Inspection of crossing of the Vancouver, Westminster and Yukon Railway with the Canadian Pacific spur line leading to Smith & Bucklin's mill, near 14th street, New Westminster, British Columbia.

February 4, 1907.—Inspection of crossing of the Vancouver, Westminster and Yukon Railway with the Canadian Pacific Railway at Columbia street, New Westminster, British Columbia.

February 5, 1907.—Inspection of proposed location of a spur line of the Toronto, Hamilton and Buffalo Railway to the premises of the Canadian Westinghouse Company, Hamilton, Ont.

February 6, 1907.—Inspection of Lemire System of Railway Signals, electrically operated at Drummondville, Que.

February 7, 1907.—Inspection of working model of Lemire System of Railway Signals in New York Life Building, Montreal.

February 7, 1907.—Inspection of the Nicola, Kamloops and Similkameen Coal and Railway Company from Spence's bridge to Nicola Lake, B.C., for subsidy purposes.



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February 7, 1907.—Inspection of the Nicola, Kamloops and Similkameen Coal and Railway Company from Coutlee to Nicola Lake, B.C.

February 9, 1907.—Investigation into wreck on the Canadian Pacific Railway at Tranquille, near Kamloops, B.C.

February 15, 1907.—Inspection into the blocking up of the waterway at Coulter's Narrows by the Canadian Northern Railway.

February 19, 1907.—Inspection of interlocking plant at the crossing of the Grand Trunk Railway by the Michigan Central in the town of Welland, Ont.

February 21, 1907.—Investigation into shortage on the Canadian Northern Railway at Rosthern, Sask.

February 25, 1907.—Investigation into the supply of cars, equipment and power on all lines of the Canadian Northern Railway west of Port Arthur.

February 25, 1907.—Inspection of crossing of the Canadian Pacific Railway by the Grand Trunk Pacific Railway at St. Basile, Que.

March 1, 1907.—Inspection of place where the Chateauguay and Northern Railway crosses the Montreal Street Railway on Ontario street, near Valois avenue.

March 2, 1907.—Inspection of application of the city of Ottawa for the widening of bridge and approaches on Somerset street, over the Canadian Pacific and Grand Trunk Railways.

March 4, 1907.—Inspection of road-bed of the Grand Trunk Railway in the vicinity of Guelph, Ont.

March 6, 1907.—Inspection of the crossing of the Père Marquette over the Sarnia tunnel of the Grand Trunk Railway, at Dufferin park, Sarnia, Ont.

March 9, 1907.—Inspection of the Brandon, Saskatchewan and Hudson Bay Railway from Brandon, Manitoba, to the international boundary.

March 13, 1907.—Inspection of farm crossing over the old main line of the Grand Trunk Railway at Lachine, Que.

March 23, 1907.—Inspection of double track of the Canada Southern Railway from Welland to Niagara Junction, Ont.

March 27, 1907.—Inspection of crossings of the Canadian Pacific and Grand Trunk Railways over St. Clair avenue, North Toronto, Ont.

March 31, 1907.—Inspection of highway crossings on the Grand Trunk Pacific Railway in the township of Elton, Man.



**APPENDIX G.**

REPORT

OF THE

INSPECTOR OF ACCIDENTS OF THE BOARD.



## APPENDIX G.

## REPORT OF THE INSPECTOR OF ACCIDENTS OF THE BOARD.

OTTAWA, June 18, 1907.

A. D. CARTWRIGHT, Esq.,  
 Secretary of the Board of  
 Railway Commissioners for Canada,  
 Ottawa.

DEAR SIR,—I have the honour to submit herewith my report showing the number of persons killed and injured in train accidents during the period commencing April 1, 1906, and ending March 31, 1907, as per reports furnished by the railway companies in accordance with the Railway Act, 1903, sections 235 and 236.

During the above period 460 persons were killed and 603 injured, classified as follows:—

	Killed.	Injured.
Passengers.. . . . .	42	210
Employees.. . . . .	212	317
Other persons.. . . . .	206	76
Total.. . . . .	460	603

ED. C. LALONDE,  
*Inspector of Accidents.*

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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the Character of Accidents on Various Railways in Canada for Year ending March 31, 1907.

Character of Accident.	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Stealing ride.....			1		2	3	3	3
While shunting.....			8	5			8	5
Level crossings.....			1		40	22	41	22
Falling off freight cars.....			4	11			4	11
Trespassing.....					93	32	95	32
Derailment.....	8	85	6	16	1	1	15	102
Adjusting couplers, coupling and uncoupling.....		1	17	45			17	46
Passengers falling off passenger trains.....	1	2					1	2
Working on track.....			46	29			46	29
Collision, head-on.....	13	74	26	32	5	3	44	109
" rear-end.....		9	2	7			2	16
" between steam train and street car.....	1	16		1			1	17
Attempt to get on train in motion.....	4	3	3	5	5	7	12	15
Falling off hand-car.....			4	2			4	2
Side ladders.....			1	2			1	2
Falling between cars while walking on top of train.....			4	9			4	9
Jumped off train while in motion.....	4	10	2	5	2	1	8	16
Riding on pilot engine.....			3	1			3	1
Suicide.....					5		5	
Working under car.....								
" engine.....			1	1			1	1
Struck by switch stand.....				2				2
Caught in guard rail.....			1				1	
Body found on track or bridge.....	2		11		48		61	
Struck looking out of cab window.....			4	4			4	4
Broken rail.....		3	2				2	3
Fell off work train.....			1	1			1	1
While switching.....	1	1	26	29	2		29	30
Pitch-in with handcar.....			8	7			8	7
Over-head bridge.....			2	1			2	1
Bridge collapse.....				3				3
Unclassified.....	8	6	28	99	1	7	37	112
Totals.....	42	210	212	317	206	76	460	603

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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the Number of Persons Killed and Injured on Various Railways in Canada for Year ending March 31, 1907.

NAME OF RAILWAY.	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Grand Trunk Railway.	11	99	67	174	82	30	160	303
Canadian Pacific Railway.	24	70	107	47	87	23	218	140
Dominion Atlantic Railway.				1		1		2
Canadian Northern Railway.	1	11	18	71	11	10	30	92
Algoma Central Railway.					1		1	
Red Mountain Railway.			1				1	
Quebec Central Railway.			2		2		4	
Nelson and Fort Sheppard.	4	3		3			4	6
Hull Electric Railway.		14		1				15
Central Vermont Railway.		1						1
New Brunswick Southern Ry.		3						3
Hereford Railway.			1				1	
Michigan Central.	†		12	7	16	6	23	13
Central Ontario Railway.						1		1
Atlantic and Lake Superior.			1				1	
Halifax and Southwestern Ry.					1		1	
Toronto, Hamilton and Buffalo.	1		1				2	
Great Northern Railway.				3	3	1	3	4
Père Marquette Railway.			2	1			2	1
Quebec, Montreal and Southern.				2		1		3
Kingston and Pembroke Railway.					1		1	
Temiscouata Railway.		1		1	1	1	1	3
Canadian Northern Quebec.				1		1		2
Wabash Railroad.		8		5	1	1	1	14
	41	210	212	317	206	76	460	603

† NOTE OF CORRECTION - In the report of accidents for year ending March 31, 1906, a clerical error was made against the Michigan Central Railway by entering, in the column of passengers killed, one passenger killed, instead of one passenger injured.

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## CAUSES of Twenty-two Prominent Train Accidents which were Investigated and Reported to the Board.

## COLLISIONS.

Reference to Record No.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of the Accident.
	1906.						
34	June 5	May 5	Grand Trunk and Electric Street Railways.	Montreal, Que.	1	1	Collision on diamond. Failure to flag Montreal electric car while freight train was moving towards St. Patrick Street crossing and collided on the diamond.
44	July 31	July 20	Canadian Pacific Railway.	Three Rivers, Que.	1	1	Passenger train No. 41 crashed in lot of freight cars on siding; misplaced switch.
47	Oct. 25	Sept. 12	" " "	Azilda, Ont.	12	52	Collision head-on. 3rd No. 2 approached meeting point with speed not under proper control. Engineman expected to find 3rd No. 1 in the siding. An angle cock was found closed at the rear end of second car.
48	Sept. 7	Aug. 24	" " "	St. Thomas, Ont.	2	2	Collision on diamond. Wabash train 2nd No. 1 crashed into C. P. No. 60 at diamond. Failure of engineman of Wabash train to stop at semaphore.
49	Nov. 28	Sept. 22	Grand Trunk Railway.	Gourock, Ont.	3	1	Collision head-on. Extra 455 omitted to wait for regular scheduled passenger train No. 44.
51	Oct. 30	July 30	Canadian Pacific Railway.	Ste. Rose, Que.	1	1	Collision rear-end. Extra 452 ran into Extra 488. Cut-off west end switch was misplaced.
52	Nov. 26	Aug. 4	Père Marquette Railway and Michigan Central.	St. Thomas, Ont.	2	2	Collision head-on. Failure of Père Marquette to carry out despatcher's order to meet M. C. train 131 at St. Thomas.
53	Dec. 26	Nov. 2	Grand Trunk Railway.	St. Bruno, Que.	2	1	Collision rear-end. Work train 879 while backing crashed into lot of flat cars left on main line unprotected by Extra 883.
54	" 26	Sept. 21	" " "	Napanee, Ont.	1	2	Collision head-on. Eastbound fast Express No. 2 crashed into west Extra 781. Failure of engineer to observe brakeman signalling to stop with a white lamp.
55	Jan. 9	Dec. 28	Grand Trunk Railway and Montreal Street Car.	Montreal, Que.	...	...	Collision on the diamond. C. V. engine crashed into electric car bound for Lachine. Crossing not sufficiently protected.
58	Dec. 26	Nov. 17	Grand Trunk Railway.	Georgetown, Ont.	2	2	Collision rear-end. Failure of Ex. Freight 120, double header, to stop at danger signal.
64	Feb. 11	Nov. 15	" " "	Canoë Lake, Ont.	1	1	Collision rear-end. Failure of engineer Ex. 2nd 68—approached meeting point with speed not under proper control.
65	" 14	Dec. 15	Atlantic and Lake Superior Railway.	Black Cape, Que.	1	1	Collision head-on. Failure of engineer to carry out instructions and to the unsafe manner of despatching trains.
66	Mar. 19	Jan. 3	Canadian Pacific Railway.	Strachan Ave., Toronto.	...	...	Collision head-on. Failure of operator at Parkdale to maintain a block until yard engine 2162 had passed Bathurst Street. Material damage only.
67	Mar. 22	Mar. 1	Canadian Pacific Railway.	Mountain, Ont.	2	3	Collision head-on. Engineman of Extra 984 made mistake of one hour in reading his watch, and conductor failed to ascertain meeting point with Express No. 6. Fireman and brakeman also responsible for violating the rules of the company.
68	1907. Mar. 13	1906. Nov. 13	" " "	Tranquille, BC	1	10	Collision rear-end. 2nd 96 running into 1st 96. Failure of brakeman 2nd 96 not properly protecting his train, violating rule 99.



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CAUSES of Twenty-two Prominent Train Accidents which were Investigated and Reported to the Board—*Continued.*COLLISIONS—*Continued.*

Reference to Record No.	Date of Report.	Date of Accident.	Name of Railway.	Place.	Killed.	Injured.	Cause of Accident.
	1906.	1906.					
70	Mar. 25	Jan. 30	" " "	Renfrew, Ont.	7	29	Collision head-on. Misplaced switch at east end of the passing siding, and No. 97 crashed into No. 96.
					85		

## DERAILMENTS.

	1906.						
35	June 27	May 4	Canadian Pacific	Boundary, P.Q.	18		Unexplained.
36	" 27	Mar. 19	New Brunswick	Didgequash	3		
	1907.	1906.	Southern.	Bridge.			
57	Jan. 9	Nov. 15	Grand Trunk Rail- way.	Woodstock, Ont.	8		Broken rail.
63	Feb. 12	Dec. 24	Canadian Pacific Railway.	Ostersund, Ont.	2		Unexplained.
73	Mar. 26	Feb. 26	Grand Trunk Rail- way.	2 miles east of Guelph, Ont.	354		Broken rail. Speed 60 miles an hour.
					85		

## MISCELLANEOUS TRAIN ACCIDENTS.

	1906.						
41	July 25	July 16	Canadian Pacific Railway.	St. Janvier, P.Q.	1		Train No. 134 not scheduled to stop at St. Janvier. Passenger jumped at station platform while train was moving at a high rate of speed.
46	Aug. 10	Aug. 4	" " "	Dorval, P.Q.	1		Standing on narrow platform between the two main tracks. In attempting to go across to board motor car was struck by No. 97 coming from the opposite direction.
50	Oct. 30	Aug. 7	" " "	Hochelaga, P.Q.	1		Trespassing through the yard for a short cut home.
55	Dec. 30	Oct. 19	Grand Trunk Rail- way.	Alexandria, Ont.	1		Caught the brass hand railing at the rear end of the last car while train was in motion. Vestibule door was closed.
69	Mar. 25	Jan. 21	" " "	Port Credit, Ont.	1		Brakeman killed while turning switch. Cause unknown.
71	Mar. 28	Feb. 19	" " "	Willows, near Lachine, P.Q.	2		While on the eastbound main line waiting for a westbound freight to pass, were killed by eastbound train No. 94.
72	Mar. 28	Jan. 29	" " "	Lachine, P.Q.	14		The team driver saw the train coming, but ran chances to get across the track before train and they were struck.
					8	4	

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STATEMENT of Miscellaneous Investigations during the Nine Months ended  
March 31, 1907.

Reference to Record No.	Date of Report.	
	1906.	
28	April 10.....	Prosper Labelle's complaint, St. Canut, Que., re station accommodation and facilities, Great Northern Railway.
29A	" 12.....	Report on modern and efficient train equipment.
29	" 17.....	W. C. Richards, Middlemiss, Ont., re train service, Grand Trunk Railway and Wabash Railway.
31	" 24.....	File 2002 re derailment of train No. 2 at Wahnapiatae, Nov. 21, 1905, Canadian Pacific Railway.
Folio 226	June 8.....	File 2335, report on rules and regulations of Bay of Quinté Railway Co.
	July 2.....	File 2406 re boom at Sorel drawbridge, Quebec Southern Railway.
43	Aug. 31.....	File 1699, F. St. Germain's complaint re train service and station facilities, Central Vermont Railway.
45	Sept. 10.....	Files 449, 1735, 1472, re facilities at stations for apple shipments, Grand Trunk, Canadian Pacific and Central Ontario Railways.
	1907.	
59	Jan. 22.....	Rev. J. P. Desrosiers and J. C. Lajeunesse's complaint re rates and freight facilities at Ste. Marguerite, Canadian Pacific Railway.
60	" 23.....	File 455 re Wm. Krauth's cattle guard device.

## COMPARATIVE STATEMENT in totals of Killed and Injured between year ending March 31, 1906, and year ending March 31, 1907.

	PASSENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Year ending March 31, 1906.....	76	43	126	163	179	17	331	223
Year ending March 31, 1907.....	42	210	212	317	206	76	460	603
Increase over 1906.....		167	86	154	27	59	79	380
Decrease for 1907.....	34							

## INSPECTION OF RAILWAYS.

Reference to Record No.	Date of Report.	Name of Railway.
37	June 27..	Inspection of New Brunswick and Southern Railway.
38	" 30..	" Cumberland Railway and Coal Company.
39	" .....	" Dominion Atlantic Railway Company.
40	August 17..	" Quebec Railway Light and Power Company.
42	" 31..	" Atlantic and Lake Superior Railway.

ED. C. LALONDE,  
Inspector of Accidents.

**APPENDIX H.**

**THE BOARD OF RAILWAY COMMISSIONERS FOR  
CANADA—RULES AND REGULATIONS—  
DECEMBER 10, 1906.**



**APPENDIX H.****MEETING AT OTTAWA.**

**MONDAY**, the 10th day of December, A.D. 1908.

The board, in virtue of the provisions of the Railway Act, 1908, hereby makes the following rules and regulations:—

**PUBLIC SESSIONS.**

1. The general sessions of the board for hearing contested cases will be held at its Court Room in Ottawa, Ontario, on such dates and at such hour as the board may designate.

When special sessions are held at other places, such announcements as may be necessary will be made by the board.

**INTERPRETATION.**

2. In the construction of these rules, and the forms herein referred to words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say, 'Application' shall include complaint under this Act; 'Respondent' shall mean the person or company who is called upon to answer to any application or complaint; 'Affidavit' shall include affirmation; and 'Costs' shall include fees, counsel fees, and expenses.

**APPLICATION OR COMPLAINT.**

3. Every proceeding before the board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants shall be signed by their manager, secretary, or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the secretary of the board, together with a copy of any document, or copies, of any maps, plans, profiles and books of reference, as required under the provisions of the Act, (a) referred to therein, or which may be useful in explaining or supporting the same. The secretary shall number such applications according to the order in which they are received by him and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the board. Said docket list when completed to be put upon

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(a) For further particulars of plans, &c., see regulations in Appendix.

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a notice board provided for that purpose, which shall be open for inspection at the office of the secretary during office hours.

## ANSWER.

4. Within ten days from the service of the application, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the secretary of the board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by the person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in schedule No. 2.

## REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the secretary of the board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule.

The board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with the application, answer, or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

## SUSPENSION OF PROCEEDINGS.

6. The board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

## NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of section 41.

The board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the board, or of any hearing by the board, shall be sufficient; unless, in any case, the board directs longer notice. The board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 43.)

Notice may be given or served as provided by section 41 of the Act.

## SESSIONAL PAPER No. 20c

When the board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the board to be sufficient notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if the due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within such further time as the board may allow, apply to the board to vary, amend, or rescind such order or decision; and the board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 45.)

## CONSENT CASES.

8. In all cases the parties may, by consent in writing, with the approval of the board, dispense with the form of proceedings herein mentioned, or some portion thereof.

## POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the board at any time that the statements in the application or answer, or reply do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the board.

## PRELIMINARY QUESTIONS OF LAW.

10. If it appear to the board at any time that there is a question of law which it would be convenient to have decided before further proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the board may, pending such decision, order the whole or any portion of the proceeding before the board in such matter, to be stayed.

## PRELIMINARY MEETING.

11. If it appear to the board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such orders as it may deem expedient.

## PRELIMINARY EXAMINATION WITH THE PARTIES.

12. The board may, if it thinks fit, instead of holding the preliminary meeting, provided for in rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

## PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the board that he had sufficient cause for not complying with such notice.

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## NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference (specifying the said documents), and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the board, a saving of expense.

## WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis*, and they shall be sealed by the secretary of the board with the seal and may be served in any part of Canada. (Section 26.)

Witnesses shall be entitled, in the discretion of the board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

## THE HEARING.

17. Two witnesses at the hearing shall be examined *viva voce*; but the board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such commissioner shall be confined to the subject-matter in question, and any objection to the admission of such evidence shall be noted by the commissioner and dealt with by the board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the court; and the depositions certified under the hands of the person or persons taking the same may, without further proof, be used in evidence, saving all just exceptions. The board may require further evidence to be given either *viva voce* or by deposition, taken before a commissioner or other person appointed by it for that purpose.

The board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the board may be practicable, from day to day.

## JUDGMENT OF THE BOARD.

18. After hearing the case the board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order on the application as may be warranted by the evidence and may seem to it just.

The board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.



## SESSIONAL PAPER No. 20c

Any decision or order made by the board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any province of Canada, and shall be enforced in like manner as any rule, order or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in subsection 2, section 46, of the Act.

The board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights and privileges as are vested in a Superior Court. (Section 26.)

## ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the board to review, rescind, or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the board think fit to enlarge the time for making such application, or otherwise orders.

## APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the board upon any question which, in the opinion of the board, is a question of law, he shall give notice (c) thereof to the other party and to the secretary, within fourteen days from the time when the decision or order appealed from was made, unless the board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the board.

For procedure upon such leave being obtained see section 56, subsection 4 *et seq.* of the Act.

An appeal shall lie from the board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said court upon application and hearing the parties and the board.

The costs of such application shall be in the discretion of the judge.

## INTERIM EX PARTE ORDERS.

21. Whenever the special circumstances of any case seem to so require, the board may make an interim *ex parte* order requiring or forbidding anything to be done which the board would be empowered upon application, notice and hearing to authorize, require or forbid. No such interim order shall, however, be made for a longer time than the board may deem necessary to enable the matter to be heard and determined. (Section 49.)

## AFFIDAVITS.

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the board in respect of all documents or notices required to be served under these rules; except when notice is given or served by the secretary of the board, in which case no affidavit of service shall be necessary.

All persons authorized to administer oaths to be used in any of the Superior Courts of any province, may take affidavits to be used on any application to the board.

Affidavits used before the board, or in any proceeding under this Act, shall be filed with the secretary of the board at its office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

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(c) For form of notice see form No. 5 in the schedule hereto.

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## COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the provinces, in which case the time shall be reckoned exclusively of that day also.

## ADJOURNMENT.

24. The board may, from time to time, adjourn any proceedings before it.

25. The board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits and all such amendments shall be made as may, in the opinion of the board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

## FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

## PRACTICE OF EXCHEQUER COURT WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the board, to proceedings before it.

## COSTS.

28. The costs of and incidental to any proceedings before the board shall be in the discretion of the board, and may be fixed in any case at a sum certain, or may be taxed. The board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

## SCHEDULE No. 1.

## (Forms of Application.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

APPLICATION No. (This No. is to be filled in by the secretary on receipt.)

A. B. of C. D. hereby applies to the board for an order under sections 252-253 of the Railway Act, 1903, directing the Railway Company to provide and construct a suitable farm crossing where the company's railway intersects this farm in lot con. tp. county of Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this       day of       , A.D. 19       .

(Signed A. B.)

SESSIONAL PAPER No. 20c

*Endorsements.*

The within application is made by A. B. of  
 of his solicitor. (state address and occupation) or by C. D.

Take notice that the within named railway company is required to file with the Board of Railway Commissioners within ten days from the service hereof, its answer to the within application.

*Form of Application.*

(Where no Notice Required.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Application No.

The Railway Company hereby applies to the board for an order under section 167 of the Railway Act, 1903, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to

Dated this day of A.D. 19 .  
 (Signed A. B.)

## SCHEDULE No. 2.

(Form of Answer.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application, No. of A.B., for an order under sections 252-253 of the Railway Act, 1903, directing Railway Company to provide a farm crossing.

The said company in answer to the said application states:—

1. That the said A.B. is not the owner but merely, &c.
2. That upon the acquisition of the right of way of the said railway, A.B. was duly paid for and released, &c.
3. That the said A.B. has other safe and convenient means, &c.
4. That, &c.

*Endorsements.*

The within answer is made by A.B. of  
 of his solicitor. (state address and occupation), or by C.D.

Take notice that the within named applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

## SCHEDULE No. 3.

(Reply.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application of A.B. against the company.

The said A.B., in reply to the answer of the said company, states that:—

- 1.
2. And the said A.B. admits that

Dated this day of , A.D. 19 .  
 Signed (Q).

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## SCHEDULE No. 4.

(Fees and allowances to witnesses.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To witnesses residing within three miles of the court-room, per diem (not including ferry and meals) . . . . .	\$1 00
Barristers, attorneys and physicians, when called upon to give evidence in consequence of any professional ser- vices rendered by them, or to give professional opinion, per diem . . . . .	5 00
Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, 'and to give evidence depending upon their skill and judgment, per diem . . . . .	5 00

If the witnesses attend in one case only, they will be entitled to the full allow-  
ance. If they attend in more than one case, they will be entitled to a proportionate  
part in each case only.

When witnesses travel over three miles they shall be allowed expenses according  
to the sum reasonably and actually paid, which in no case shall exceed twenty cents  
per mile one way.

## SCHEDULE No. 5.

(Notice of Appeal.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. \_\_\_\_\_ of A.B., for an order under  
sections 252-253 of the Railway Act, 1903, authorizing the \_\_\_\_\_ Railway,  
&c., &c.

To the Board of Railway Commissioners,  
and

To

The above-named applicant (or respondent, as the case may be).

Take notice that the \_\_\_\_\_ Company will apply to the board on  
the \_\_\_\_\_ day of \_\_\_\_\_, (not exceeding 14 days from the date  
thereof), for leave to appeal to the Supreme Court of Canada from the order of the  
board, dated the \_\_\_\_\_ day of \_\_\_\_\_, in the matter of the above  
application authorizing the expropriation of certain lands referred to in said order,  
and directing that compensation or damages to be awarded to the owners of said  
lands, or persons interested therein, shall be ascertained as and from the date of the  
application (or such other time as may be named in this order).

The grounds of appeal are that as a matter of law, the awarding of such com-  
pensation or damages should be ascertained and determined from the date of the  
deposit of plan, profile, &c., as provided under section 192 of the Act, and not from  
the time stated in the order.

Dated this \_\_\_\_\_ day of \_\_\_\_\_

Signed,

Solicitor, &amp;c.

SESSIONAL PAPER No. 20c

## SCHEDULE No. 6.

(Form of Affidavit of Service.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application, No. \_\_\_\_\_, of A.B., for an order under sections 252-253 of the Railway Act, 1903, directing \_\_\_\_\_ Railway Company to provide a farm crossing.

I, \_\_\_\_\_ of the city of Ottawa, &c., make oath and say:—

1. That I am a member, &c.

2. That I did on \_\_\_\_\_ 19 \_\_\_\_\_, serve the (C.P.) Railway Company above-named, with a true copy of the (application) of the said (A.B.) in this matter by delivering the same to (C.D.), the secretary of the said company, (or to E.F., the assistant to the general manager) of the company, being an adult person in the employ of the company at the head office of the company in (Montreal), see section 41 (a), which said copy was endorsed with the following notice, viz.:—

(Copy exactly.)

Sworn, &c.

## REQUIREMENTS ON APPLICATION HAVING REFERENCE TO PLANS.

*No. 1.—General Location of Railway.—Section 157.*

Send to secretary of the Department of Railways and Canals: Three copies of map showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway and generally the physical features of the country through which the railway is to be constructed.

First copy to be examined and approved by the minister, and filed in the Department of Railways and Canals.

Second copy to be approved by minister for filing by the company with the board.

Third copy to be approved by minister for the company.

Scale of map—not less than six miles to the inch.

*No. 2.—Plan, Profile, &c., of Located Line.—Section 158.*

Upon approved general location map being filed by the company with the board, send to the secretary of the board three sets of plans, prepared exactly in accordance with the 'general notes'\* as follows:—

1st set—	{ 1 plan. 1 profile. 1 book of reference.	} To be examined, sanctioned and deposited with the board.
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2nd set—Same as 1st.—To be examined, certified and returned for registration.

3rd set—Same as 1st.—To be certified and returned to company.

Scale—Plans—400 feet to the inch.

(N.B.—In prairie country, scale may be 1,000 feet to the inch.)

Profiles— { Horizontal, 400 feet.  
                  } Vertical, 20 feet.

\* General Notes, see pages 17 and 18.  
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*No. 3.—To Alter Location or Curves or Grades of Line Previously Sanctioned or Completed.—Section 167.*

Send to the secretary of the board three sets of plans, profiles and books of reference as required in No. 2.

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves and railway highway and farm crossings, and the changes desired or necessitated in any of these.)

Scale—Same as No. 2.

*No. 4.—Plans of Completed Railway.—Section 164.*

Send to the secretary of the board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the board.

2nd set to be certified and returned to the company.

3rd set for registration purposes.

Scale—Same as No. 2.

*No. 5.—To take Additional Lands for Stations, Snow Protection, &c.—Section 178.*

Send to the secretary of the board three sets of plans and documents as follows:—

1st set—	{	1 application sworn to by officers required to sign and certify plans. See 'General Notes,' 1 plan, 1 profile. 1 book of reference.	}	To be examined and certified and deposited with board.
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2nd set—Same as 1st.	{	For certificate and return for registration, with duplicate authority.
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3rd set—Same as 1st.	{	Scale—Same as No. 2. For certificate and return to company, with copy of authority.
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N.B.—Ten days' notice of application must be given by the applicant company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof must be furnished to the board on the application.

*No. 6.—Branch Lines, not Exceeding Six Miles—Sections 221-225.*

(a) 1 plan, profile and book of reference same as No. 2 to be deposited in Registry Office.

Upon such registration four weeks' public notice of application to the board to be given.

Send to the secretary of the board an application with copies of the plan, profile and book of reference certified by the registrar as a duplicate of those so deposited in the Registry Office.

A certified copy of the order authorizing the construction of the branch lines to be registered, together with any papers and plans showing changes directed by the board.

A map showing the adjacent country, neighbouring lines, &c., must be sent to the secretary of the board with the application.

Proof of registration and of public notice having been duly given will be required upon the application.

Scale—Same as No. 2.

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*No. 7.—Railway Crossings or Junctions.—Section 227.*

Send to the secretary of the board with an application three sets of plan of both roads at point of crossing.

Scale—Plan—100 feet to the inch.

Also three sets of plan and profile of both roads on either side of the proposed crossing for a distance of two miles.

Scale—Plan—400 feet to the inch.

Profile. { 400 feet to inch horizontal.  
20 feet to inch vertical.

1st set for approval by and filing with the board.

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant company must give ten days' notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the board for leave to operate.

*No. 8.—Highway Crossing.—Sections 235 to 243.*

Send to the secretary of the board with an application three sets of plans and profiles of the crossings.

Scale—Plan—400 feet to inch.

Profile. { 400 feet to an inch horizontal.  
20 feet to an inch vertical.  
Profile of highway { 100 feet to an inch horizontal.  
20 feet to an inch vertical.

1st set for approval by and filing with the board.

2nd and 3rd sets to be furnished to the respective parties concerned, with a certified copy of the order approving the same.

The plan and profile shall show at least one-half a mile of the railway and 300 feet of the highway on each side of the crossing.

Plan must show intervening obstructions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

Where no notice of the application is required, if the company prefers, the above information may be shown on the location plan, and this plan may be used in connection with its application for approval of the highway crossing.

Unless otherwise ordered by the board, the applicant must give ten days' notice of the application to the municipality in which the proposed crossing lies.

*No. 9.—Crossing with Wires for Telegraph, Telephones and Powers.—Section 246.*

Send to the secretary of the board with the application a plan and profile in duplicate. Profile must show the distance between the different lines of wire.

A copy of plan and profile to be sent to the railway company with notice of application.

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*No. 10.—Crossings and Works upon Navigable Waters, Beaches, &c.—Section 233.*

Upon sight and general plans being approved by the Governor in Council, send to the secretary of the board:—

Certified copy of order in council with the plans and description approved thereby—1 application and 2 sets of detail, plans, profiles, drawings and specifications.

1st set for filing with board.

2nd set to be certified and returned to company with certified copy of order.

Upon completion of work application must be made to the board for leave to operate.

*No. 11.—Bridges, Tunnels, Viaducts, Trestles, &c., over 18 feet span.—Section 257.*

(a) Must be built in accordance with standard specifications and plans, approved of by the board.

(b) Or detail plans, profiles, drawings, and specifications, which may be blue, white or photographic prints, must be sent to the secretary of the board for approval, &c., as in No. 9.

*No. 12.—Stations.—Section 258.*

Send to the secretary of the board:—

Two sets of detail plans, profiles, drawings and specifications, with an application for approval.

1st set for filing with the board.

2nd set to be certified and returned to company with certified copy of order of approval.

## GENERAL NOTES.

Plans (for Nos. 2 to 6) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines owner's names, the areas and length and width of land proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, watercourses, highways, and railways proposed to be crossed or affected.

Profiles shall show the grades, curves, highway and railway crossings, open drains and watercourses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the president or vice-president or general manager, and also by the engineer of the company.

The plan and profile to be retained by the board must be on *linen*, the copies to be returned may be either white, blue or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to 7½ inches by 7 inches.

Book of reference may be endorsed on the plan.



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FORM BOOK OF REFERENCE REQUIRED.

.....Railway Company.

.....Division or Province.....Branch.

BOOK OF REFERENCE TO ACCOMPANY LOCATION PLAN SHOWING LANDS REQUIRED FOR RAILWAY PURPOSES.

Station to	Station.	Width of Railway.	Owner.	Centre of Book when open.	Part of	Section or Lot.	Township Parish Block or Number of Claim.	Range.	Contents Acrea.	Remarks.

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## INTERLOCKING SYSTEM.

Rules governing the use of interlocking and derailing signals and speed of trains where one railway crosses another at rail level, or where a railway crosses a drawbridge.

1. The normal position of all signals must indicate danger.
2. When the distant semaphore indicates caution, the train passing must be under full control and prepared to come to a full stop before reaching the home signal.
3. When the home signal indicates danger, it must not be passed.
4. When clear signals are shown where one railway crosses another at rail level, the speed of passenger trains must be reduced to thirty-five miles an hour and freight trains to twenty miles an hour, until the entire train has passed the crossing.
5. When clear signals are shown where a railway crosses a drawbridge, the speed of passenger trains must be reduced to twenty-five miles an hour and the speed of freight trains to fifteen miles an hour, until the entire train has passed the drawbridge.

## GENERAL REQUIREMENTS.

APPLICABLE TO STEAM RAILWAYS FOR INTERLOCKING, DERAILING AND SIGNAL SYSTEM AT CROSSINGS AT RAIL LEVEL AND AT JUNCTIONS.

The plan and construction of interlocking, signalling and derailing system to be used at rail level crossings and junctions of one railway by another must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.
2. The derail points must be placed not less than 500 feet from point of intersection of the crossing of junction tracks, unless in special cases in which the board authorizes in writing a less distance.
3. On side track the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.
4. On single track railways derail points, when practicable, should be on inside of curve and on double track railway the derail points should be in outside rail on both tracks. On double track railways, back up derails will be required.
5. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on engineman's side of track it governs.
6. Guard rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet toward home signal from point to derail, extending from thence toward crossing, parallel with and 9 inches distant from track rail, for 400 feet.
7. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at a higher speed than would be the case without the permit sought, then, and in all such cases whether such enhanced danger be of collision between cars and trains of the same railway, or between cars or trains of different railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.
8. Application for inspection of interlocking plant must be made to the board accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, &c.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, locks, &c., corresponding to levers in tower.

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It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines may require safeguards not mentioned herein.

The system of derailing, signalling and interlocking must be connected and worked and be complete in each particular before the board will grant an order authorizing the operation of such interlocking, derailing and signal system, or the crossing by the railway ordered to put on the system.

## GENERAL REQUIREMENTS FOR INTERLOCKING AT DRAWBRIDGES.

Interlocking, signalling and derailing systems to be used at drawbridges must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to open the draw until signals and derails are set against the approaching train movement.
2. Where the grade is practically level the derailing points shall be located not less than 500 feet from the ends of the bridge, but in case of a descending grade towards the bridge, the derailing point must be located at such distance from the bridge as to give the same measure of protection that is required for a level approach.
3. On single track railways, derail points, when practicable, should be on the inside of curve, and on double track railways, the derail points should be in outside rails of both tracks.
4. On double track railways back-up derails will be necessary.
5. Home signal posts must, when practicable, be located on the engineman's side of the track they govern, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point they govern, the distant signals should be located not less than twelve hundred (1,200) feet in advance of the home signal, with which it operates and on the same side of the track. The distance signal should be distinguished by a notch cut in the end of the semaphore arm.
6. The arms and back lights of all signals should be visible to the signalman in the tower. If from any cause, the arm or light of any signal cannot be placed so as to be seen by the signalman, a repeater or indicator should be provided in the tower.
7. Guard rails should be laid on outside of rail in which the derail is placed and, commencing at least 6 feet in advance of derail, should extend thence towards the end of the bridge, parallel with and 9 inches from track rail, for not less than 400 feet.
8. Application for inspection must be made same as for railway crossings.

By order of the board,

A. D. CARTWRIGHT,  
*Secretary.*



**APPENDIX I.**

**STANDARD CONDITIONS AND SPECIFICATIONS FOR  
TELEPHONE CROSSINGS.**



**APPENDIX I.****STANDARD CONDITIONS AND SPECIFICATIONS FOR TELEPHONE CROSSINGS.**

*(Approved by Order of the Board of Railway Commissioners for Canada,  
dated March 27th, A.D. 1907.)*

**PART 1.—OVER-CROSSINGS.****(a) Conditions.**

1. The telephone company, shall, at all times, at its own expense, maintain in good order and condition and at the height called for by the specifications hereinafter set forth, the lines, wires, and cables crossing the said railway so that at no time shall any damage be caused to the company owning, operating, or using the said railway, or to any person lawfully upon or using the same, and shall use all proper and necessary means to prevent any such wires and cables from sagging below said height.

2. The telephone company shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any of the said wires or cables, or any works or appliances herein provided for, not being erected in all respects in compliance with the terms and provisions of this order, or if, when so erected, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of this order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the telephone company.

3. No work shall at any time be done under authority of this order in such a manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains or traffic on the said railway.

4. Where in effecting any such crossing, the telephone company desires to erect poles between the tracks of the railway before any work in connection with such crossing is begun, the telephone company shall give to the railway company owning, operating, or using the said railway, at least forty-eight hours prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector under whose supervision such work shall be done and whose wages, at a rate not to exceed \$3 per day, shall be paid by the telephone company.

5. Where wires or cables to be carried across the railway are to be carried above existing telegraph or other telephone wires and across a trolley wire or other high voltage wires, either within the spans to be constructed across the railway or within the spans next thereto on either side, such additional precautions shall be taken by the telephone company by placing of guard wires or other protective devices as the engineer of the board shall consider necessary.

6. Nothing in this order shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of electric or other motive power and to place and maintain upon or under its right of way such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purposes. Liability for the cost of any removal, change in location, or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by the telephone company under authority of this order over the tracks of the said railway company, rendered necessary by any of the matters referred

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to in this paragraph, shall be fixed by the board on the application of any party interested.

7. Any dispute arising between the telephone company and the said railway as to the manner in which the said wires and cables are being erected, maintained, used, or repaired shall be referred to the engineer of the board, whose decision shall be final.

8. The wires and cables of the telephone company shall be erected and maintained across the said railway in accordance with the plan approved by the board and the specifications following:—

(b) *Specifications.*

*Location of Poles.*—Poles to be located, wherever possible, a distance from the rail not less than equal to the length of the poles used.

Poles must, under no circumstances, be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of siding. At loading sidings, sufficient space to be left for driveway.

*Setting of Poles.*—Poles of 25 feet to 34 feet in length to be set not less than 5 feet; 35 feet, 5½ feet; 36 to 50 feet, not less than 6 feet, and over 50 feet, 7 feet in solid ground. Poles with side strains to be reinforced. Poles to be at least 7 inches in diameter at top. In soft ground, poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground.

*Length of Span.*—Span must be as short as possible consistent with the rules of locating and setting of poles.

*Fitting of Poles.*—The pole at each side of a railway must be fitted with double cross-arms, dimensions not less than 3 inches x 4 inches, equipped with 1½-inch hardwood pins nailed in arms; arm to be properly fastened to the pole in a gale by not less than two lag screws ½ x 7 inches, or by a ½-inch machine bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two iron braces fastened to the arm by ½-inch carriage bolts, and to the pole by a lag screw 5 x ½-inch.

*Height of Wires.*—The lowest wire must not be less than 25 feet from top of rail for spans up to 145 feet, 2½ feet additional clearance must be given for every 20 feet additional length of span. Wires crossing over or under telegraph or telephone wires erected along the railway right of way must clear either 3 feet over or 3 feet under.

Where open lines are strung across railway tracks, the stretch must consist of copper wire, to be not less than No. 13 New British Standard gauge .080 inches in diameter. Wire to be tied to the insulator by a soft copper tie wire of same dimensions as line wire, not less than 20 inches in length. Where a number of rubber covered wires are strung across railway tracks, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every 3 inches, and the whole securely fastened to the poles by marline. Guy wires crossing railway tracks must consist of either 7 stranded No. 16 or No. 13 galvanized steel wire, and must be clearly indicated as guy wires on the plan accompanying the application.

*Guards.*—An iron hook guard to be placed on the end of each cross-arm, or a wire loop guard over each wire and fastened by staples to the cross-arm.

*Cable.*—Where cables are strung across tracks, they must be carried on a suspension wire of not less than 7 strands of No. 13 galvanized steel wire, which when cross-arms are used will be attached to a ½ iron hook; or when fastened to poles, a malleable iron messenger hanger bolted through the poles; the cable to be attached to the suspension wire by cable clips not more than 20 inches apart.

Rubber insulated cables of less than ½-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 galvanized steel wire.



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## PART 2.—UNDER-CROSSINGS.

(a) *Conditions.*

1. The line or lines, wire or wires, shall be carried across the railway in accordance with the approved plan, and a pipe or pipes, conduit or conduits, and each shall, for the whole width of the right of way adjoining the highway, be laid at the depth called for by, and shall be constructed, maintained, renewed, and repaired according to, the specifications hereinafter set forth.

2. All work in connection with the laying, maintaining, renewing, or repairing of each pipe or conduit, and the continued supervision of the same, shall be performed by, and all costs and expenses thereby incurred be borne and paid by, the telephone company; but no work shall, at any time, be done under authority of this order in such a manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains or traffic on the said railway.

3. The telephone company shall, at all times, maintain each pipe or conduit in good order and condition and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, renewing, or repairing any pipe or conduit is begun the telephone company shall give to the railway company at least forty-eight hours prior notice thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the telephone company, in performing said work, complies, in all respects, with the terms and conditions of this order, and whose wages, at a rate not exceeding \$3 per day, shall be paid by the telephone company.

5. The telephone company shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe or conduit, or any works or appliances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in compliance with the terms and provisions of this order, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of said order, or any order or orders of the board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the telephone company.

6. Nothing in this order shall prejudice or detract from the right of any company owning, or operating, or using the said railway to adopt, at any time, the use of electric or other motive power, and to place and maintain upon or under the said right of way such poles, wires, pipes, and other fixtures and appliances as may be necessary or proper for such purposes. Liability for the cost of any removal, change in location, or construction of the pipes, conduits, wires, or cables constructed or laid by the telephone company under authority of this order, rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the board on the application of any party interested.

7. Any dispute arising between the telephone company and any company owning, using, or operating said railway as to the manner in which any pipe or conduit, or any works or appliances hereinbefore provided for, are being laid, maintained, renewed, or repaired, shall be referred to the engineer of the board, whose decision shall be final and binding on all parties.

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(b) *Specifications.*

*Duct.*—Vitrified clay, creosoted wood, iron pipe or fibre may be used.

*Depth.*—The excavation must be of sufficient depth to allow the top duct to be at least 3 feet below the bottom of the ties of the railway tracks.

*Laying.*—The duct to be laid on a base of 3 inches of concrete mixed in proportion, 1 of cement, 3 of sand, and 5 of broken stone or gravel.

Where stone is used, such stone not to be of greater size than will permit of its passage through a 1-inch ring.

After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportion as above.

*Filling in.*—The excavation must be filled in slowly and well tamped on top and side.

*Guard.*—The excavation must be at all times safely protected.





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SESSIONAL PAPER No. 21

A. 1908

# FORTIETH ANNUAL REPORT

OF THE

# DEPARTMENT OF MARINE AND FISHERIES

1907

• M A R I N E

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1907

[No. 21—1908.]



*To His Excellency the Right Honourable* SIR ALBERT HENRY GEORGE, EARL GREY,  
VISCOUNT HOWICK; BARON GREY OF HOWICK; A BARONET, G.C.M.G., &C., &C.,  
&C., &C., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the Fortieth Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

LOUIS-PHILIPPE BRODEUR,

*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, October, 1907.





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REPORT  
OF THE  
DEPUTY MINISTER OF MARINE AND FISHERIES.

To the Honourable LOUIS PHILIPPE BRODEUR,  
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the nine months ended March 31 last.

The demand for increased aids to navigation has continued, and as far as possible, new aids have been established and improvements made, in many instances, to the aids formerly existing. The result, on the whole, has therefore been a reduction of the dangers to navigation in the waters of the Dominion.

The maintenance of the work in the ship channel in the St. Lawrence river and the government shipyard at Sorel increased the necessity for new steamers, dredges, other plant and equipment.

The great variety of the public service, embraced within the operations of the department, is shown by the following general subdivisions of the Marine Branch alone.

THE GENERAL SUBDIVISIONS OF THE MARINE BRANCH.

The construction of lighthouses and fog-alarms.

The maintenance of lights, gas buoys and other buoys.

The lighthouse board, which decides the necessity for aids to navigation.

The hydrographic surveys.

The tidal surveys.

The ship channel St. Lawrence river and Sorel works.

Meteorological and magnetic service.

Investigations into wrecks.

Board of steamboat inspection.

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Wireless telegraph service.

Signal service.

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Winter communication.  
 Removal of obstructions to navigation.  
 Examination of masters and mates, and issuing certificates.  
 Naval militia.  
 Pilotage.  
 Government of ports and proclaiming of harbours in the Dominion.  
 Control of government wharfs.  
 Dominion steamers, Marine and Fisheries.  
 Hudson bay navigation.

**EXPENDITURE.**

The expenditure for the nine months ending March 31 last, was as follows—

**LIGHTHOUSE AND COAST SERVICE.**

Maintenance of lights. . . . .	\$ 842,820 66
Construction of lights. . . . .	1,159,906 40
	<hr/>
	\$2,002,727 06
	<hr/>
Appropriation for maintenance and construction. . . . .	\$2,076,150 00
Deduct expenditure. . . . .	2,002,727 06
	<hr/>
Expenditure less than appropriation. . . . .	\$ 73,422 94
	<hr/>

**OCEAN AND RIVER SERVICE**

Appropriation. . . . .	\$ 712,744 76
Expenditure. . . . .	669,717 04
	<hr/>
Expenditure less than appropriation. . . . .	\$ 43,027 71
	<hr/>

**HYDROGRAPHIC SURVEYS—SCIENTIFIC INSTITUTIONS AND ST. LAWRENCE RIVER SHIP CHANNEL.**

Appropriation. . . . .	\$1,056,512 50
Expenditure. . . . .	785,698 02
	<hr/>
Expenditure less than appropriation. . . . .	\$ 270,814 48
	<hr/>

**MARINE HOSPITALS—STEAMBOAT INSPECTION—CIVIL GOVERNMENT.**

Appropriation. . . . .	\$ 159,075 00
Expenditure. . . . .	154,427 70
	<hr/>
Expenditure less than appropriation. . . . .	\$ 4,647 30
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REORGANIZING SYSTEM OF BOOKKEEPING TO ASSIMILATE WITH ALL BRANCHES OF DEPARTMENTS  
THROUGHOUT THE DOMINION.

Appropriation . . . . .	\$ 25,000 00
Expenditure . . . . .	25,000 00
Total appropriation . . . . .	\$4,029,482 25
Total expenditure, Marine Branch . . . . .	3,637,569 82
Expenditure less than appropriation . . . . .	\$ 391,912 43
Total expenditure, Marine Branch . . . . .	\$3,637,569 82
Total expenditure, Fisheries Branch . . . . .	693,685 65
Total expenditure of department . . . . .	\$4,331,255 47

The fisheries expenditure is merely added to show the total expenditure of the department, and has no connection with this report.

The expenditure cannot be compared with the expenditure of the previous fiscal year, as this report only covers the nine months ending March 31 last.

## LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the Northwest Territories; the Quebec division, extending below Montreal and including the St. Lawrence river from Platon, and the Gulf of St. Lawrence and strait of Belle Isle; the Montreal division, including the St. Lawrence river from Montreal to Platon; the Nova Scotia division, including St. Paul's island, Cape Breton, Sable island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries.

The several districts, with the exception of the district above Montreal, are in charge of agents who receive instructions from the department and report annually, in addition to communicating with the department, in connection with all matters relating to their agencies.

The total number of light stations and lightships in the Dominion is 901, and lights shown, 1,145; the number of steam whistles, fog-horns, bells and guns, 122; the number of lightkeepers and engineers of fog-alarms with masters of lightships is 908.

The report of the chief engineer relating to lighthouse construction, repairs, tidal surveys, &c., contains detailed information. The principal repairs, changes and improvements at existing stations are referred to in his report, also new aids to navigation. The work done at fog-alarm stations in connection with steam whistles, compressed air horns and explosives, is dealt with under the proper headings. Information is also given respecting the extent of repairs and some account of the repairs in detail under the head of the station.

During the past year 62 light stations were established in all, and 9 fog-alarm stations, 29 buildings were erected at existing stations, and 4 fog-alarm buildings were erected at existing stations.

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The appointment of district engineers, referred to last year, in the report of the chief engineer, has been found to insure greater promptness in making inspections and efficiency in carrying out the work of construction and repairs.

The report of W. P. Anderson, C.E., &c., chief engineer, forms Appendix No. 1.

## ILLUMINANTS AND ILLUMINATING APPARATUS.

The information in detail relating to illuminating apparatus will be found in the report of the commissioner of lights which forms Appendix No. 2.

The new hyperadial light at Cape Race was put in operation on the first of October, and this is the largest light apparatus in either North or South America. It was manufactured by Chance Bros. & Co., and is carried by a reinforced concrete tower. The inclosing lantern is 17 feet in diameter.

The lights in strait of Belle Isle have been materially improved by the installation of a second order double flashing light at Cape Bauld and a third order triple flashing light at Cape Norman. The light at Greenly island has been improved by the installation of a second order single flashing light, and it is the intention of the department to strengthen the Belle Isle southwest lights and make them occulting. The material has been available for this work, but owing to lack of transportation facilities it could not be installed this season.

A very fine single flashing light of two panels is available for Heath Point, Anticosti. The work of raising the tower at this station will not be completed before the close of navigation this year, but the light will be put into operation before opening of navigation next year.

A first order double flashing light has been put in operation at Fame Point, and the lighting of the south shore of the St. Lawrence between Fame Point and Father Point is proceeding.

The lighthouse apparatus which the department has recently installed is the best of its kind that can be procured.

The gas buoy service of the department has been extended throughout the past year, particular attention has been given to placing lighted signal buoys in the Bay of Fundy for the winter navigation.

The department has been seriously interfered with by lack of transportation facilities for carrying out its work. The buildings of the three submarine signal stations, viz., Louisburg, Yarmouth and Negro Head are completed and the machinery is installed, but owing to inadequate transportation facilities the cables have not been laid.

The establishment and successful operation of the lighthouse depot at Prescott has been of the greatest assistance to the department in providing at all times on short notice material for the improvement of the lights and a trained staff for carrying out its work. A new machine shop should be built to take care of the increasing work at this depot.

Petroleum has largely been used in the lighthouses as in former years. A more extended use of vapour lights has been made in the lighthouses and acetylene has been used in the gas buoys.



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## OIL FOR USE OF LIGHTHOUSES,

The department entered into a contract with the Canadian General Supply Company, Ltd., of Montreal, for supplying lighthouse oil required for the season of 1907.

The specification upon which the contract was based required the oil to weigh at 62° Fahr., not less than seven pounds nor more than eight pounds per gallon, and to withstand a flash test of 115° Fahr.

Some oil was also purchased in New York, for use in the dioptric lights. The oil obtained from New York was made according to a specification prepared by the American Lighthouse Board.

## BUOYS AND BEACONS.

As usual the buoy service has received careful attention by the department, the numerous bays, inlets, rivers, lakes, harbours and other navigable waters constantly require supervision and addition of aids to navigation. The number of large buoys has constantly increased, but in many instances combined gas and whistling buoys and combined gas and bell buoys, have been substituted for the old type of automatic whistling buoys and the old type of bell buoys. This has of course caused a large increased expenditure, but this increased expenditure has been amply justified by the superior aid to navigation which the combined buoys affords. The expenditure for the nine months ended March 31 amounted to \$110,544.84.

The districts now buoyed number about 375 and the buoys number about 4,250. A record of the names of the shoals, dangers, reefs and various points in channels, harbour, &c., where buoys are placed is carefully kept; this enables the department to immediately locate the buoys when any reference is made to them in the correspondence.

The contract system has been found to work most economically, but not always as efficiently as desirable, owing to neglect on the part of some contractors to carry out the conditions of their contracts; in the majority of instances the contracts are immediately under the supervision of departmental officers, whose duty it is to report to the department any neglect of work on the part of contractors.

The contracts and correspondence relating to maintenance of buoys, involve an immense amount of detail work and is attended to by the contract branch in charge of Mr. W. W. Stumbles.

There are now about 210 contracts. These contracts are generally made for a period of three years. The contractors are paid semi-annually upon the certificate of the superintending officer. There are, however, some districts not under contract, the work being attended to by the harbour masters. In these cases it has been found more advantageous to place the work immediately in the hands of these officers.

A large number of whistling, combined gas and whistling, combined gas and bell, gas, bell and other iron buoys are maintained along the coast of the several provinces, by Dominion steamers, particularly on the Nova Scotia, New Brunswick and British Columbia coast. These buoys are called coast buoys to distinguish them from the harbour buoys. The cost of maintaining and placing these buoys by the steamers, is not charged directly to the buoy service, but is included in the cost of maintenance of the steamers, which frequently perform the double duty of attending to lighthouses and the coast buoy service on the same trip.

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The expenditure in connection with the buoy service for the nine months ended March 31, 1907, was as follows:—

Above Montreal. . . . .	\$10,791 57
Quebec. . . . .	48,002 59
New Brunswick. . . . .	16,272 45
Nova Scotia. . . . .	26,882 24
Prince Edward Island. . . . .	3,096 42
British Columbia. . . . .	5,499 57

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\$110,544 84

The number of gas buoys maintained in the Dominion, showing in general, occulting lights, are as follows: in the Quebec agency, 24; on the St. Lawrence river between Platon and Montreal, 57; between Montreal and Kingston, 39; Lake Erie, 2; Georgian bay, 14; Goderich, 1; River Thames, 1; Southampton, 1; Lake Nipissing, 1; Port Arthur and Fort William, 3; in Nova Scotia, 17; New Brunswick, 25; Prince Edward Island, 5; and British Columbia, 8.

The coast buoy service maintained by the Dominion steamers on the coast of Nova Scotia consists of 18 whistling buoys, 3 gas buoys, 29 bell buoys and 182 steel can and conical buoys, 12 combined gas and whistling buoys, and 2 combined gas and bell buoys.

In the New Brunswick agency there are maintained in the same way 5 whistling buoys, 25 gas buoys, 15 bell buoys and 110 steel can and conical buoys.

The coast buoys maintained by the Prince Edward Island agency number 13, as follows: 5 gas buoys, 3 whistling buoys, 1 bell buoy, and 4 steel can and conical buoys.

In the province of Quebec there are 81 gas buoys, 1 bell buoy and 1 whistling buoy, and 245 unlighted buoys maintained by Dominion steamers.

The coast buoy service of British Columbia is performed by the Dominion steamer *Quadra*. There are 8 gas, 3 whistling, 3 bell, and 37 can and conical buoys. The service at the mouth of the Fraser river is performed by the Public Works steamer *Samson*, employed for the buoy service of the department.

The steamer *Shamrock* is constantly employed in the buoy service on the St. Lawrence between Montreal and Platon, and the steamer *Scout* between Montreal and Kingston; the latter steamer attends to the gas buoys above Montreal on the St. Lawrence river. The steamer *Druid* performs the buoy service below Quebec and attends to the gas buoys in the Quebec district.

#### DOMINION STEAMERS.

The report of Commander Spain which forms Appendix No. 4 to this report contains a list of the steamers under the control of the department in the various services, namely, lighthouse and buoy service, winter communication, hydrographic service and fisheries protection.

The steamer *Stanley* which has been employed in the winter communication service between Prince Edward Island and Nova Scotia since 1887, was sent to Scotland in the spring of 1907 to be overhauled and repaired by the builders of that steamer. New boilers were put in her and the steamer thoroughly strengthened by putting in intermediate frames.

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A contract was entered into for the construction of a steamer for the hydrographic service on the British Columbia coast. This steamer is being built under contract by the British Columbia Marine Railways Company of Victoria, B.C. Tenders for the construction of the steamer were invited in Great Britain and Canada. The plans were prepared by a marine architect specially employed, who prepared the plans in Ottawa in the office of the hydrographer under the direction of that officer.

## MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on December 31, 1906, including old and new vessels, sailing vessels, steamers and barges, was 7,512, measuring 654,179 tons register tonnage, being an increase of 187 vessels, and a decrease of 15,646 tons register, as compared with 1905. The number of steamers on the registry books on the same date was 2,810, with a gross tonnage of 375,263 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on December 31 last, would be \$19,625,370.

The number of new vessels built and registered in the Dominion of Canada during the last year was 397, measuring 21,741 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$978,345 for new vessels.

A comparative statement follows giving the tonnage of the Maritime States of the world.

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STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1906-1907.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British.....	8,675	16,195,383	9,923,944	6,590	1,818,728	11,742,672
American.....	933	1,768,119	1,197,459	3,811	1,504,234	2,701,693
German.....	1,648	3,464,003	2,124,180	1,315	524,182	2,648,362
Norwegian.....	1,097	1,168,117	725,894	1,628	757,908	1,483,802
French.....	917	1,283,712	735,419	1,710	529,686	1,265,105
Russian.....	656	772,375	471,093	3,458	567,762	1,038,855
Italian.....	380	777,580	493,963	1,501	489,580	983,543
Japanese.....	734	984,524	623,810	1,325	167,010	790,820
Swedish.....	805	637,203	435,288	1,568	265,048	700,336
Canadian.....	*	*	*	*	*	*
Dutch.....	434	706,241	443,262	653	83,169	526,431
Spanish.....	469	677,483	423,566	550	84,380	507,946
Danish.....	469	584,883	357,426	981	121,489	478,915
Greek.....	220	355,885	221,946	883	180,113	402,059
Austrian.....	287	609,799	380,151	99	16,577	396,728
Turkish.....	125	113,432	70,800	902	186,990	257,490
Brazilian.....	225	154,197	95,969	306	65,539	161,508
Belgian.....	146	170,315	114,257	8	3,778	118,035
Argentine.....	180	124,021	73,106	163	43,817	116,923
Chilian.....	70	86,336	54,357	91	42,177	96,534
Portuguese.....	55	59,354	36,652	270	46,744	83,396
Cuban.....	46	54,067	34,680	119	11,315	45,995
Uruguayan.....	33	25,877	16,104	65	25,902	42,006
Chinese.....	45	61,202	39,615	8	1,447	41,062
Peruvian.....	6	8,780	5,687	53	21,943	27,630
Mexican.....	35	23,312	14,141	48	9,173	23,314
Roumanian.....	27	29,939	15,997	19	3,408	19,405
Honduras.....	9	16,310	10,400	1	257	10,657
Egyptian.....	21	14,472	8,031	8	2,480	10,511
Nicaraguan.....	2	1,753	420	8	4,996	5,416
Montenegrin.....				22	5,077	5,077
Venezuelan.....	9	3,951	2,096	19	2,819	4,915
Haitian.....	6	2,662	1,556	11	2,056	3,612
Bulgarian.....	5	4,328	2,629	1	110	2,739
Sarawak.....	4	3,597	2,261	1	347	2,608
Arabian.....				3	2,484	2,484
Siamese.....	7	3,359	1,918	3	545	2,463
Colombian.....	1	881	457	5	1,388	1,845
Guatemala.....				7	1,770	1,770
Corean.....	3	2,086	1,561		1,561	1,561
Dominican.....				9	1,246	1,246
Persian.....	2	1,328	885	1	107	992
Tunisian.....	2	584	304	3	615	919
Hawaiian.....				4	804	804
Liberian.....				2	686	686
Bolivian.....				1	607	607
Costa Rican.....	2	528	313	1	233	546
Panaman.....	1	748	454			454
San Salvador.....				3	454	454
Zanzibar.....	2	508	308			308
Paraguay.....	1	282	232			232
Congo.....	2	599	200			200
Ecuador.....				2	199	199
Crete.....				1	111	111
Servian.....	1	264	102			102
Gibraltar.....				1	94	94
Unknown.....	6	8,560	5,464	20	6,966	12,430
Total.....	18,903	30,962,939	19,168,357	28,161	7,608,250	26,776,607

\* Included in British.

## INVESTIGATIONS INTO WRECKS.

Investigations were held into the cause of wrecks and other casualties in the river and Gulf of St. Lawrence, on the Atlantic coast, British Columbia coast and other waters of the Dominion. There were eight investigations. The St. Lawrence route was practically free from accidents during the past season, only one of importance occurred, namely, the steamship *Montrose*, which went ashore on Red island reef.

The Shipping Casualties Act was amended during the last session of parliament. A wreck commissioner has been appointed to hold investigations under that Act in all

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parts of the Dominion. An investigation may be ordered into any casualty, or into the conduct or incompetency of any master, mate, pilot or engineer when considered necessary. Two permanent assessors have been appointed, for the ports of Montreal and Quebec. The term of the appointment of these officers is three years, which may be lengthened or shortened.

A Canadian patrol boat was put in commission at the Lime Kiln Crossing, in the Detroit river, for the purpose of regulating the passage of vessels up and down to prevent collisions and accidents. For this purpose a set of rules and regulations were drawn up. The patrol boat is on duty day and night and the officer in charge reports every day to the department, giving the names of vessels that pass up and down and their nationality. If there are any violations of the regulations by United States vessels the matter is reported to the United States authorities in Detroit.

The report of Commander Spain, which forms Appendix No. 3 to this report, contains detailed information on the subject.

## ST. LAWRENCE RIVER SHIP CHANNEL.

While every effort has been made to urge forward the work, it is necessary to take great care to so arrange the operations that navigation is not interrupted or dredge vessels put in more than usual danger.

The report of 1906 contained general information up to the close of the season. The greater part of this information is therefore not repeated in this report, but the usual description of quantities and cost of the dredging work is given.

As reported last year the thirty-foot channel from Montreal to Batiscan was completed. This gives a depth, by taking advantage of the tides, of thirty feet from Montreal to the sea at the lowest stages of the river level.

The commencement of dredging operations for the improvement of the ship channel below Quebec is a new step in the extension of navigation.

The dredging plant will now be concentrated on the work of obtaining a greater width in Lake St. Peter and the tidal parts of the river, as well as the full depth of 30 feet at low tide. About an equal quantity of work requires to be done below and above Quebec.

In the last annual report the details of the organization for the channel improvements below Quebec, will be found, giving details of the purchase of a suction hopper dredge, as well as the actual commencement of dredging operations.

An appropriation for the construction of a special spoon dredge for Cap à la Roche, having been made by parliament, plans were ordered, and this vessel is to be built at the government works at Sorel.

The steamer *Lady Grey*, a powerful and well equipped ice-breaking, surveying and sweeping tug, was built in Great Britain and arrived in Canada late in the season of 1906. This vessel, immediately on her arrival, was able to render assistance to the *Athenia*, a Donaldson liner. The *Athenia* was relieved from a very dangerous position at Cap à la Roche and prevented from being wrecked or very seriously damaged, by the timely aid of the *Lady Grey*. The vessel with its large cargo was estimated to have a value of \$1,000,000, and was floated by the aid of the *Lady Grey* before any serious damage had been done to the ship's bottom, and she proceeded on her voyage to Glas-

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gow without more delay than a few hours. The owners of the *Athenia* in letters fully recognized the importance of the assistance given.

A synopsis of the total cost of the ship channel since 1851 to the end of the fiscal year, and also the number of cubic yards excavated in ten years is given in the report of Mr. F. W. Cowie, C.E., chief engineer of the ship channel, which forms Appendix No. 5.

### SOREL SHIPYARD.

The Sorel shipyard has been engaged in the construction and repairs to dredges, and steamers for the ship channel work and for other government departments. Mr. G. J. Desbarats is director of the shipyard and his report forms Appendix No. 6.

The work on a sea-going hopper suction dredge for the St. Lawrence river ship channel proceeded during the fiscal year. The vessel was begun in January, 1906, and launched on December 1, of the same year. The dredge is a twin screw vessel with triple engines, and the engines were installed in January, 1907. This dredge was tested with satisfactory results at the beginning of October, 1907.

The small steamer *Verchères*, for lighthouse construction work, was built between January and July of 1906. She has been employed since her construction in carrying building material to lighthouses and lighthouse piers in Lake St. Peter and other places.

The steamer *Rouville* was constructed for the Mounted Police Department for use in Hudson bay. It was decided to use her first for inspection and survey purposes on the St. Lawrence ship channel.

In November, 1906, extensive repairs were made to the *Montcalm*. Improvements were made to the dredge *Galveston*. The bridge deck was enlarged and mess room accommodation provided.

Dredge No. 2 was renewed and fitted with a new chain of buckets for rock dredging. Dump scow No. 4 was practically rebuilt.

Extensive repairs were made to the hydrographic survey steamer *La Canadienne*. Several vessels belonging to the Public Works dredging fleet were repaired.

Improvements to the shipyard were made. The saw mill was finished and an electric motor of 100 h.p. was placed in the basement. A three-story shed 100 feet by 30 feet was built for storing stock and material. During the summer a slip was built to enable the shipyard to haul out and repair dredges of the ship channel fleet. The hauling machinery from the old slip was adapted to the new slip way. The working force at the shipyard varied from 600 to 750 men, and averaged 680.

### HYDROGRAPHIC SURVEY.

Hydrographic survey parties were sent out and the work done is gathered from progress reports sent in from time to time. The time of all parties last winter was fully occupied in preparing last season's work for publication.

Eight charts of the St. Lawrence river were published; charts for Pigeon river to Thunder cape and from Thunder cape to Lamb island, on the Great Lakes, are almost ready for distribution. The following are on hand and waiting an opportune time to deliver to the engraver, Lake St. Louis and Orignaux point to Cacouna island

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on the St. Lawrence. It is hoped that all these will be on sale before the opening of navigation. A chart of the entrance to Prince Rupert harbour in British Columbia was issued and during the season of 1907 some further blue prints of additional work have been issued and work began about March 1. Captain Mosgrove has been sounding in British Columbia as far south as Lawyer island and the entrance to Skeena river.

Mr. Fred Anderson, in charge of the steamer *Bayfield*, resumed operations on Lake Superior about May 15.

Captain Irving Miles, on the steamer *La Canadienne*, began operations in the vicinity of Saguenay river.

The survey between Montreal and Quebec is almost completed. Mr. Arthur Amos is in charge of this important work.

The survey on Lake of Two Mountains in the Ottawa river began about May 7. Mr. Robert Bickerdike has charge of the survey in Lake St. Francis in the St. Lawrence river. Charts will soon be available for Lake St. Francis and Lake St. Louis.

The report of W. J. Stewart, hydrographer forms Appendix No. 7 of this report.

## WIRELESS TELEGRAPHY.

There are now fifteen wireless telegraph stations on the St. Lawrence route and the Atlantic seaboard for commercial purposes, consisting of nine high power stations, which have a normal range of about one hundred and twenty-five miles, and six low power stations, which have a normal range of about sixty miles. The two new stations located at Father Point and Clark City (Seven Islands) have rendered valuable service to the shipping interests, during the past summer.

It was decided during the past year, to install wireless telegraph stations on the coast of British Columbia, to serve as aids to navigation, as well as a means of communication along the west coast of Vancouver island. These stations are now under construction and it is expected that all will be in operation before January 1, 1908.

In British Columbia the Shoemaker system will be adopted, as the wireless apparatus of that system can be used to communicate with vessels and stations irrespective of the system used by them. The cost of maintaining the Shoemaker system will be much less, as shown by the figures submitted by the different companies. The Marconi Company has not accepted the principal of inter-communication. There will be five stations which when equipped will be the most complete stations on the continent.

The Dominion government steamers *Stanley*, *Minto* and *Lady Laurier* are equipped for receiving wireless messages.

The report of Mr. C. Doutre, superintendent of government wireless telegraph stations, which forms appendix No. 8 to this report, contains a statement showing the number of messages received and sent from the different stations.

## METEOROLOGICAL AND MAGNETIC SERVICE

There are now in the Dominion of Canada, Newfoundland and Bermuda, 423 stations which have been supplied with instruments by the Dominion government. The number of stations has increased from 395, the number mentioned in the last

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report, to 423. This service is under the direction of Mr. R. F. Stupart, and the work includes the issuing of daily weather forecasts, the erection of signals to indicate approaching storms, the inspection of stations by regularly appointed inspectors and instructors, and the preparation of the annual report, which is published separately from this report.

The report of Director Stupart forms Appendix 9 to this report and in it will be found the number of predictions and the percentage of fulfilment in each district during the nine months ended March 31, 1907.

### WINTER STEAMERS AND ROUTES.

#### 'STANLEY.'

The steamer *Stanley* entered upon the winter service between Summerside and Tormentine on December 13, and continued on this route until the 19th of the same month when the Straits became filled with heavy rafted ice. The steamer then proceeded to Georgetown and entered upon the Georgetown-Pictou route; she continued on this route until the end of the fiscal year, making tri-weekly trips with the C. G. S. *Minto* when practicable, with the exception of a few trips to Charlottetown.

On February 27 the *Stanley* was caught in the ice on a trip from Pictou and she did not reach Georgetown until March 4. When the steamer reached Georgetown it was found necessary to make some repairs on account of damage received in the ice-jam. The repairs were completed on March 9 and the steamer left for Pictou on the 11th of the same month, but she was again caught in the ice and had to return to Georgetown on the 14th. It was found impossible to reach Pictou until March 18.

The *Stanley* made 7 round trips on the Summerside-Tormentine route, and 32 round trips on the Georgetown-Pictou route, up to the end of the fiscal year. The earnings for freight amounted to \$4,604.07, and for passengers, meals and berths, \$3,112, making the total earnings \$7,716.07.

#### 'MINTO.'

The *Minto* was made ready for the winter service, and started running on the Charlottetown-Pictou route on December 8, on which route she continued until the 18th of the same month, when in consequence of the large quantity of ice on this route, the steamer was transferred to the Georgetown-Pictou route. She continued on this route until May 4, 1907, making tri-weekly trips with the C. G. S. *Stanley* when practicable. The *Minto* returned to the Charlottetown-Pictou route on May 4, 1907, and continued to make tri-weekly trips on that route, in conjunction with the steamer *Stanley*, until the steamers of the Steam Navigation Company entered upon the service.

On February 25, 1907, on a trip from Georgetown the *Minto* was caught by a heavy ice-jam, in a strong gale and thick snow storm, and did not reach Pictou until March 2, and from that date until March 19 it was found impossible to reach Georgetown again, although several attempts were made. The return trip to Pictou was accomplished only on March 26.

The steamer *Minto* made 37 round trips between December 8 and March 31, 1907. The earnings for freight amounted to \$5,027.73, and for passengers, meals and berths, \$3,941.50, making the total earnings \$8,969.23.



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## 'MONTCALM.'

In the early part of July, 1906, the *Montcalm* made a very successful trip to Rigolet, on the Labrador coast, about 500 miles north of Belle Isle, to bring back a party of surveyors sent there by the local government of the province of Quebec.

From December 11, 1906, the *Montcalm* made almost daily trips to Cap Rouge to prevent the formation of the ice bridge there, and succeeded until January 24, 1907, when the accumulation of ice became so great and the weather so severe that the ice bridge stuck. The ship was kept cutting the jam until February 6, and during this time a track of 800 feet was made from a little below the site of the Quebec bridge to a little above Pointe-à-Basile lower range light.

On February 14, the steamer left for Seven Islands and called at several points on the north shore to land mails and freight, she returned to Quebec on the 20th of the same month. Owing to the immense fields of heavy ice met in the river and gulf and the severity of the weather, the trip to Seven Islands was the hardest ever experienced by the *Montcalm*.

On her return to Quebec the steamer commenced the work of breaking ice below Quebec and continued at this work until March 1. Work was resumed at the Cap Rouge ice bridge on April 2, and the steamer made her way through very heavy ice from Sillery point to Pointe-a-Basile upper range light, cutting a channel 1,000 feet in width, she then left for the Gulf of St. Lawrence to assist incoming vessels in the vicinity of Cabot straits and to furnish information to vessels and shipping by Marconi wireless telegraph as to the state, location, movement and direction of the ice.

## 'CHAMPLAIN.'

The ice-breaking steamer *Champlain* has been employed in the ferry service between Rivière Ouelle wharf, Cap-a-l'Aigle, Murray bay and St. Irene during the whole year. This steamer encounters very much ice during the winter, and notwithstanding the difficulties and the liability of being carried out of her course by the large fields of ice, she managed to keep up the service remarkably well.

Over 7,000 passengers were carried, as well as a large quantity of freight in winter and baggage in summer; a large number of mail bags was also handled, and over 700 meals were supplied to passengers.

The total receipts for the nine months ended March 31 last amounted to \$4,845.44.

## 'ARCTIC.'

The steamer *Arctic* is also classed with the ice-breakers as she was purchased for the Hudson bay service and has been engaged in that service. This vessel on her last trip left Quebec on July 28, 1906, and returned to the same port on October 17, 1907.

## ICE-BOAT SERVICE BETWEEN CAPES TRAVERSE AND TORMENTINE.

The ice-boat service between Cape Traverse, P.E.I., and Cape Tormentine, N.B., was opened on February 7, 1907, but it was closed again on the 9th of the same month, when the mail service was returned to the ice-breaking steamers *Minto* and *Stanley*.

On March 1, 1907, owing to the accumulation of ice in the straits and the uncertainty of the steamers making daily trips, the mail service was transferred to the

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Capes route, and the ice-boats were continued in the service until April 1, of 1907, when the mail service was again returned to the steamers and the Capes route closed.

The season of 1906-7 was exceptionally hard on the ice-boats.

Twelve boats were constantly employed in the service, while the Capes route was open, and the number of boats was sometimes increased to sixteen when the service required the extra boats. There were twenty-one ice-boats available for the service during the past season.

The expenditure in connection with this service during the nine months ended March 31, 1907, was \$6,630.96, including the cost of repairs and the wages of the superintendents and crews. The net earnings in connection with the ice-boat service amounted to \$636.59 for the season of 1906-7.

### ICE-BREAKING IN THUNDER BAY.

The work of breaking ice in Thunder bay, referred to in the last annual report, has been continued. A contract for this work was awarded to the Canadian Towing and Wrecking Company of Port Arthur, Ont., and they performed the service very satisfactorily last fall. The work of breaking ice was begun about the middle of November, 1906, and carried on continuously until December 17 of the same year; all boats being enabled, not only to enter and leave the harbour without trouble, but also to go to their berths at docks, wharfs and elevators.

The contract price for breaking the ice during the fall and spring, and for removing the lightkeepers in the vicinity at the close of navigation, is \$25,000.

A report on the work performed will be found in the report of the Chief Engineer, which forms Appendix No. 1 to this report.

### LIFE BOAT STATIONS.

There were on March 31, 26 life-saving stations in the Dominion of Canada, but the number will be increased to 32 in the near future. Most of these have crews that drill two or three times a month. The men are paid \$2 for each drill and an extra sum is paid when any service is rendered to shipwrecked mariners. The system of selecting the crews is by the appointment of a capable coxswain who selects his own crew at each station.

At Long Point, Lake Erie, the men are permanently stationed during the months of September, October and November at the life-saving station, which is well equipped for their accommodation and those who may be rescued. The men receive \$40 each per month, during the three months, and are paid for weekly drills during the other months of the season of navigation.

No casualties were reported where the assistance of any of the boats was required, since the last annual report was published.

Seven Beebe-McLellan surf boats are now under construction by contract in Nova Scotia, two in Ontario and four in British Columbia. Five of the boats being built in Nova Scotia are to replace old and worn out boats, one for a new station at Charlottetown, P.E.I., and one for a station at Richibucto, N.B.

A motor boat at a cost of \$10,000 is being built under contract for British Columbia.

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Experiments will also be made in employing fishermen who have motor fishing boats.

Captain McElhinney is the inspector of life-boat stations in Ontario, and attends to all the correspondence in the department with officers in charge of stations. Mr. S. C. Campbell is the inspector of life-boat stations for the maritime provinces.

A list of the life-boat stations in the Dominion forms Appendix No. 21 to this report.

## EXAMINATION OF MASTERS AND MATES.

During the past year new offices for the examination of masters and mates have been established at the following places: North Sydney, N.S.; Toronto, Ont.; Collingwood, Ont., and Windsor, Ont. It is probable that, in the near future, it will be necessary to have an examiner in Port Arthur, Ont., and in Edmonton, Alta. It is also the intention to appoint an examiner at Montréal, P.Q., for foreign-going certificates. Within the present year examinations for foreign-going certificates will be held at Halifax, N.S.; Yarmouth, N.S.; North Sydney, N.S.; St. John, N.B.; Charlottetown, P.E.I.; Montreal, P.Q.; Ottawa, Ont.; Vancouver, B.C., and Victoria, B.C.

In connection with examinations, a revised edition in conformity with the Board of Trade rules and regulations, has been printed in both languages. New rules respecting the examinations for coast, inland and minor water certificates have been framed and the standard of knowledge required has been raised. The rules have been published in book form in both languages.

The close supervision of examinations has had the effect of diminishing to a minimum, violations of the Masters and Mates' Act. The chief examiner of masters and mates is Captain L. A. Demers, and his report forms Appendix No. 11 to this report.

## HALIFAX DOCKYARD.

On January 1, 1907, the Imperial Government handed over H. M. dockyard for the use of the Marine Department.

The whole of the departmental staff in Nova Scotia are established in the dockyard, and the heads of the department are provided with dwellings within the dockyard.

The Dominion steamers berth at the dockyard and when possible repairs are made by the employees of the department. Machinery and forges are installed to make repairs to buoys and to perform other work. The stores of the department are kept in the dockyard.

The former residential property of the department was offered for sale by auction and sold for forty-five hundred dollars. The department, however, retaining a strip of land for departmental use.

## MARINE SCHOOLS.

Lectures on navigation were given at Lunenburg, Yarmouth, North Sydney, N.S.; St. John, N.B.; Quebec, P.Q.; Toronto, Collingwood, Ont., and Victoria, B.C.

Arrangements were made for delivering lectures at Montreal and Halifax. There were no lectures given at Halifax owing to the death of the examiner. At Montreal, for some unaccountable reason no one attended the school. At the other places men-

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tioned the attendance was very satisfactory. The total attendance at the different places numbered 2,251.

The report of Superintendent L. A. Demers forms Appendix No. 22.

### CERTIFICATES TO MASTERS AND MATES.

During the nine months ended March 31, 1907, 12 masters', 18 mates' and 18 second mates' seagoing certificates of competency; 88 masters' and 53 mates' coasting or inland certificates of competency; and 1 masters' coasting certificate of service, were issued.

The total amount collected in fees from applicants for examination during the nine months ended March 31, 1907, was \$2,294.50, and the amount expended on account of this service was \$5,934.16, an excess of expenditure over receipts of \$3,639.66.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871:—

	Expenditure.	Receipts.
	\$ cts.	\$ cts.
For the fiscal year ended June 30, 1871.....	1,410 45	
" " 1872.....	4,312 07	1,344 00
" " 1873.....	6,466 18	4,963 00
" " 1874.....	4,520 19	2,995 00
" " 1875.....	5,696 62	2,715 00
" " 1876.....	4,672 08	2,021 87
" " 1877.....	4,080 00	1,740 50
" " 1878.....	4,249 76	1,296 50
" " 1879.....	4,250 12	1,334 50
" " 1880.....	4,253 43	1,547 00
" " 1881.....	3,888 41	1,333 50
" " 1882.....	3,965 19	1,152 50
" " 1883.....	4,021 20	1,314 00
" " 1884.....	3,909 59	9,437 50
" " 1885.....	4,324 15	2,897 00
" " 1886.....	5,245 28	2,152 00
" " 1887.....	4,855 98	2,172 00
" " 1888.....	5,060 96	3,220 80
" " 1889.....	4,381 04	2,202 00
" " 1890.....	4,117 83	2,186 00
" " 1891.....	4,225 24	2,586 00
" " 1892.....	4,363 88	2,194 00
" " 1893.....	4,116 99	2,484 00
" " 1894.....	3,721 33	2,904 04
" " 1895.....	3,758 29	3,974 50
" " 1896.....	4,062 82	2,307 50
" " 1897.....	3,536 29	3,754 00
" " 1898.....	3,335 40	4,800 00
" " 1899.....	3,568 26	4,486 50
" " 1900.....	3,750 69	4,221 50
" " 1901.....	3,720 25	4,808 24
" " 1902.....	3,305 59	5,288 52
" " 1903.....	4,968 36	5,790 50
" " 1904.....	7,761 17	4,795 00
" " 1905.....	5,884 74	4,643 85
" " 1906.....	7,068 15	5,526 00
" " 1907.....	5,934 16	2,294 50
Expenditure.....	164,732 14	
Receipts.....	114,883 32	114,883 32
Excess of expenditure over receipts.....	49,848 82	

The report of the chief examiner of masters and mates forms Appendix No. 11 to this report.

### CORRESPONDENCE.

About 27,409 letters were received in the department during the nine months ended March 31, 1907. The correspondence was carefully examined and replied to

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as far as necessary. About 14,000 letters were sent out during the same period. Registered letters inclosing cheques sent out by the accountant's branch, forms, reports, circular letters and notices inviting tenders, are not included in the number of letters addressed to this department or sent out.

These forms are numerous and require special attention, as the matters to which they refer are important.

In the records branch of the department, the letters received are carefully examined, entered in the record book, placed on file, and the copy of the reply attached, so that the letters and answers can readily be seen and any subject easily followed up.

## WHARFS.

The department has under its control a large number of wharfs in charge of wharfingers. These wharfs have, from time to time, been transferred to the department as they have been acquired by the government or built by the Public Works Department. Wharfingers regularly appointed, collect tolls from vessels and owners of goods who use the wharfs. Some of the piers are breakwaters to afford shelter to vessels which are moored at them.

The most valuable wharf properties are connected with the agencies of the department. The King's wharf property at Quebec accommodates the departmental steamers, quarantine steamers and public works steamers. It was found necessary to increase the accommodation at Quebec, and the department leased from the harbour commissioners a very suitable wharf adjoining the King's wharf for a term of five years at \$1,200 per annum. The marine stores, machinery and blacksmith and carpenter shops are connected with the King's wharf. Large numbers of buoys, boats and other equipment and coal for use of steamers, are stored on this wharf.

At Charlottetown extensive repairs have been made to the marine wharf during the year.

The steamers and supplies of the Nova Scotia agency have been transferred from the Marine wharf to the Halifax dock yard, which was handed over by His Majesty's Imperial Government on January 1, 1907. The accommodation for berthing steamers is much greater at the dock yard, and also the space for storing boilers and other material used in connection with the Nova Scotia agency.

A statement of wharfs and wharfingers forms Appendix No. 14 to this report.

## SICK AND DISTRESSED MARINERS.

## MARINE HOSPITALS.

Under the provisions of Chapter 76, revised statutes, dues of 2 cents per ton register is levied on every vessel entering any port of the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming the 'Sick Mariners' Fund.' Vessels of the burden of 100 tons and less pay the duty once in each calendar year, and vessels of more than 100 tons, three times in each year.

By an amendment of this Act, passed at the session of parliament in 1887, 50-51

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Victoria, chapter 40, it is provided that no vessel, not registered in Canada, and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended March 31, last amounted to \$44,894.81 less \$190.22 refunds, making the net receipts \$44,704.59. The expenditure for the several provinces amounted \$37,362.11.

The receipts from the provinces, of sick mariners' dues, were as follows:—Nova Scotia, \$13,560.63; New Brunswick, \$9,999.40; Quebec, \$8,825.30; British Columbia, \$12,372.40; Prince Edward Island, \$137.08. The 'Sick Mariners' Act' does not apply to Ontario, and consequently no dues are collected from vessels in that province.

In the province of Quebec, the expenditure on account of sick seamen amounted to \$9,009.70. The total collections for the entire province amounted to \$8,825.30.

At the port of Quebec, sick seamen are cared for at the Jeffrey Hale and the Hotel Dieu Hospitals; a per diem allowance of \$1.20, for each seaman for medical attendance and board is made.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which \$1.20 per diem is paid for board and medical attendance of each seamen.

The expenditure on account of sick seamen in the province of New Brunswick for the fiscal year, amounted to \$5,319.67, and the collection of dues to \$9,999.40. Marine hospitals are maintained at Douglastown and Bathurst. At the port of St. John, sick seamen are cared for at the General Public Commissioners' Hospital under an arrangement made by the department by which \$1.20 per diem is paid for board and medical attendance of each seaman.

In the province of Nova Scotia marine hospitals are maintained at the ports of Louisburg, Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. The total expenditure on account of sick seamen in the province of Nova Scotia for the fiscal year amounted to \$13,926.07, and the receipts to \$13,560.63.

At Halifax, provision is made for the care of sick seamen, at the Victoria General Hospital under arrangement made with the managers by which the sum of \$1.20 per diem is allowed for the board and medical attendance.

In the province of Prince Edward Island the sum expended on account of sick seamen during the fiscal year was \$1,576.78, and the receipts from sick mariners' dues, \$137.08.

Sick seamen are cared for at the Charlottetown and Prince Edward Island Hospitals, under arrangements made with the managers of these institutions.

In the province of British Columbia the sum of \$5,792.99 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to \$12,372.40.

The Marine Hospital at Victoria has in attendance a medical superintendent, with a salary of \$300 per annum, and a keeper whose salary is \$500 per annum. He is also allowed a rate of \$5 per week for the board and attendance of each seaman.

At the ports where no hospitals are established, in the provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for, under the chief officer of customs, when the vessel to which the seamen belong has paid dues according to law. A circular to collectors of customs was issued

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February 7, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, provided that the regular dues are previously paid at some port.

During the fiscal year the sum of \$793.56 was expended for shipwrecked and distressed seamen, for which service there was a parliamentary appropriation of \$2,250.

The total expenditure on account of sick seamen and marine hospitals amounted to \$37,362.11, including expenditure for printing and stationery, and the appropriation of parliament for the service was \$37,500. The dues collected amounted to \$44,704.59.

	Receipts.	Expenditure.
	\$ cts.	\$ cts.
For the fiscal year ended June 30, 1869.....	31,353 78	26,987 64
" " " 1870.....	31,410 46	27,029 34
" " " 1871.....	29,683 41	28,971 22
" " " 1872.....	34,911 64	34,947 60
" " " 1873.....	37,136 10	41,016 43
" " " 1874.....	41,500 18	59,778 90
" " " 1875.....	37,801 46	50,684 76
" " " 1876.....	41,287 66	48,828 49
" " " 1877.....	43,739 21	51,697 94
" " " 1878.....	44,665 07	43,780 90
" " " 1879.....	37,779 57	42,729 36
" " " 1880.....	42,523 20	42,160 91
" " " 1881.....	49,779 72	40,667 52
" " " 1882.....	45,951 47	39,359 11
" " " 1883.....	45,573 42	36,249 65
" " " 1884.....	48,667 47	39,553 38
" " " 1885.....	39,069 39	44,501 57
" " " 1886.....	40,848 05	50,377 62
" " " 1887.....	42,334 92	37,447 35
" " " 1888.....	41,669 64	36,447 85
" " " 1889.....	39,806 29	41,320 59
" " " 1890.....	47,881 75	41,729 11
" " " 1891.....	43,829 68	35,155 12
" " " 1892.....	45,381 92	33,498 83
" " " 1893.....	46,190 69	35,052 37
" " " 1894.....	49,105 40	38,403 94
" " " 1895.....	42,815 74	38,332 55
" " " 1896.....	45,761 61	36,683 36
" " " 1897.....	54,358 10	35,931 19
" " " 1898.....	54,552 81	34,526 83
" " " 1899.....	57,365 79	37,353 29
" " " 1900.....	59,971 84	32,743 30
" " " 1901.....	59,783 34	34,944 93
" " " 1902.....	65,853 83	51,827 12
" " " 1903.....	64,851 55	48,151 48
" " " 1904.....	61,778 29	30,301 78
" " " 1905.....	58,372 34	51,000 18
" " " 1906.....	60,183 90	50,120 42
" " " 1907.....	44,704 59	37,362 11
	1,809,723 86	1,595,612 04

## WRECKING PLANT.

Yearly subsidies of \$10,000 are paid contractors who maintain wrecking plants always available to assist vessels which meet with marine accidents in certain divisions of Canadian waters.

The contracts at present existing are with Messrs. George T. Davie & Son of Lewis, P.Q., who keep the tug *Strathcona* and other plant in readiness to assist vessels that meet with marine accidents in the lower St. Lawrence river. This company rendered valuable assistance to the SS. *Kensington* in November last.

The Dominion Coal Company maintain a wrecking plant at Sydney during the months of open navigation in that harbour, and at Louisburg during the winter months,

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always available for the waters of the Atlantic coast and Gulf of St. Lawrence. The following is a list of vessels assisted by this company during the past nine months:—

*Angola*, ashore at Louisburg.  
*Pors*, ashore at Port Moulin.  
*Elina*, Bacoro Point.  
*Collector*, ashore at Bay of Islands.  
*Garibaldi*, ashore at St. Pierre.  
*Sokoto*, ashore at Louisburg.  
*Universe*, ashore near Canso.  
*Fimreite*, ashore at Whitehead.

The British Columbia Marine Railway Company are the contractors for maintaining the wrecking plant at Esquimalt, always available in the waters of British Columbia. The following vessels were assisted by the British Columbia wrecking plant during the past nine months:—

*Twickenham*, at San Juan island.  
*City of Seattle*, at Trial island.  
*Princess Victoria*, at Lewis rock.  
*Skagit*, on the west coast of Vancouver island.  
*Fern*, at Cadbora point.  
*Portland*, at Discovery island.  
*Northwestern*, at La Touche island.  
*Maple Leaf*, off Oak bay.

### COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships, but the Governor in Council may from time to time declare that the Act shall not apply to ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country and to carry goods and passengers from one port or place to another in such country, the parliament of Canada was empowered to pass the Act alluded to, under the provisions of the Imperial Act, 32 Vic., chapter 11, intituled: 'An Act to amend the law relating to the Coasting Trade and Merchant Shipping of British Possessions,' which came into operation in this country on its proclamation by the Governor General on October 23, 1869.

It was ascertained that the following countries, viz., Italy, Germany and Netherlands, Sweden and Norway, Austria-Hungary, Denmark, Belgium and the Argentine Republic allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels:—the ships of Italy, by Order in Council of August 13, 1873; those of Germany, by Order in Council of May 14, 1874; those of the Netherlands, by Order in Council of September 9, 1874; those of Sweden and Norway, by Order in Council of November 5, 1874; those of Austro-Hungary, by Order in Council of June 1, 1876; those of Denmark, by Order in Council of January 25, 1877; those of Belgium, by Order in Council of September 30, 1879; and those of Argentine



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Republic, by Order in Council of May 18, 1881, were admitted to the coasting trade of Canada.

The following Act, entitled an Act respecting the Coasting Trade of Canada, was assented to May 15, 1902, and relates to the payment of duty on foreign-built British ships:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. In this Act, unless the context otherwise requires, the expression 'British Ships' means and includes all ships belonging wholly to persons qualified or entitled to be owners of British ships, under the provisions of 'The Merchant Shipping Act, 1894,' and any other Act of Parliament of the United Kingdom in that behalf, in force for the time being.

(2) For all purposes of this Act the expression 'the coasting trade of Canada' shall be deemed to include the carriage by water of goods or passengers from one port or place in Canada to another port or place in Canada.

2. No foreign-built British ship, whether registered in Canada or elsewhere, shall be entitled to engage or take part in the coasting trade of Canada, unless such foreign-built British ship has first obtained a license for that purpose, which may be granted by the Minister of Customs.

(2) The Minister of Customs shall issue such license to any foreign-built British ship, whether registered in Canada or elsewhere, upon application therefor and upon the payment of a duty of twenty-five per cent ad valorem on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances of such ship.

(3) This section shall not apply to any foreign-built British ship registered as a British ship prior to the first day of September, 1902.

3. No goods or passengers shall be carried by water, from one port in Canada to another, except in British ships; and if any goods or passengers are so carried, as aforesaid, contrary to this Act, the master of the ship or vessel so carrying them shall incur a penalty of four hundred dollars; and any goods so carried shall be forfeited, as smuggled; and such ship or vessel may be detained by the Collector of Customs, at any port or place to which such goods or passengers are brought, until such penalty is paid, or security for the payment thereof given to his satisfaction, and until such goods are delivered up to him, to be dealt with as goods forfeited under the provisions of the Customs Act.

4. The master of any steam vessel, not being a British ship, engaged, or having been engaged, in towing any ship, vessel or raft, from one port or place in Canada to another, except in case of distress, shall incur a penalty of four hundred dollars; and such steam vessel may be detained by the Collector of Customs at any port or place to or in which such ship, vessel or raft is towed, until such penalty is paid.

5. Penalties and forfeitures under this Act may be recovered and enforced in the manner provided by the Customs Act, with respect to penalties and forfeitures incurred under it, and as if imposed by it; and this Act shall accordingly be construed with reference to said Act, and as forming one Act with it, and all words and expressions in this Act shall have the same meaning as the like words and expressions in said Act.

6. The Governor in Council may, from time to time, declare that the foregoing provisions of this Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place to another, in such country.

7. Where, by treaty made before the passing of 'The Merchant Shipping (Colonial) Act, 1869,' (that is to say before the thirteenth day of May, eighteen hundred and sixty-nine), Her late Majesty, Queen Victoria, agreed to grant to any ships of any foreign state any rights or privileges in respect of the coasting trade of Canada, those

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rights and privileges shall be enjoyed by those ships for so long as Her late Majesty agreed, or His Majesty the King may hereafter agree, to grant them.

8. Chapter 83 of the Revised Statutes is repealed.

### LEGISLATION.

During the last session of Parliament the following Acts relating to the Marine Department were passed and assented to:—

An Act to provide for further advances to the Harbour Commissioners of Montreal.

An Act to increase the borrowing powers of the Quebec Harbour Commissioners.

An Act respecting the Revised Statutes, 1906.

An Act to amend Schedule A to the Revised Statutes, 1906.

An Act to amend the Canada Shipping Act (Bill 108).

An Act to amend the Canada Shipping Act (Bill 175).

F. GOURDEAU, Lt. Col.,

*Deputy Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, October 28, 1907.

**APPENDIX No. 1.****ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT  
OF MARINE AND FISHERIES.**

The Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a report of the work done in the several services under the supervision of this office during the nine months ended March 31, 1907.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

As my last report carried an account of work fairly well to the end of the active working season of 1906, this report will be much briefer than usual, and record less work completed, but this apparent decrease is only consequent on the change in the fiscal year, and the necessity for making progress reports coincide with the end of the new term.

**STAFF.**

There is a special staff appointed for the tidal and current survey work; the remainder of the work of the branch is attended to by the general staff of the office.

Mr. J. F. Murphy of my staff, was, on October 21, 1906, given special charge as engineer of construction work in progress in Ontario, and has since that date been continuously employed in his new duties.

**PERSONAL INSPECTION.**

Personal inspections of construction work in progress have frequently been made during the year by Mr. Fraser and myself, and it is very desirable that such personal supervision of work should be extended as much as possible in the interests of efficiency. Examination of localities where work is proposed should always be made before the plans are prepared, and it is to be regretted, in the interests both of efficiency and economy, that the work, lately, has often been so much rushed as to prevent such preliminary inspections.

The appointment of district engineers, referred to last year, has been found to ensure greater promptness in making such inspections, and efficiency in carrying out resultant work.

The system for maintaining the efficiency of the fog alarm plants has been extended under the direction of Mr. C. Thompson-Schmidt, inspector of fog alarms. His report will be found appended (Appendix A) to this report.

**OFFICE WORK**

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog-alarms, beacons and

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other aids to navigation. Full details of the work done in this connection during the past nine months are contained in a separate report which is attached hereto. (Inclosure A.)

Plan and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the drafting office during the five months ended March 31, 1907:—

Description of Work.	Plans Designed.	Plans Received.	Copies Made.
Lighthouse towers and dwellings.....	15	9	85
Fog-alarm buildings.....			6
Details.....	18	5	66
Wharfs, piers, &c.....	1	1	9
Outbuildings.....		1	13
Buoys and apparatus.....		5	82
Machinery.....	1	13	9
Lanterns.....		2	2
Fish hatcheries.....	1		5
Steamers.....		1	
Land surveys.....	5	34	14
Charts under construction.....	1		8
Plans relating to foreshore.....		51	
Miscellaneous.....	8	56	91
	50	178	390

Total plans for five months from November 1, 1906, to March 31, 1907.....	618
Charts received and recorded.....	67
Charts received and entered in chart books.....	8
Photographs received and recorded.....	58
Specifications written.....	10
Notices to mariners issued (comprising 141 subjects).....	53

#### PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent, during the past nine months, 107 notices, covering 284 subjects, having been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

An index to last year's notices; hydrographic notes respecting uncharted dangers in Dodd and Cunningham passages, B.C.; changes of buoyage and description of new lights in St. Lawrence ship channel; and information respecting numbering of all Canadian lightships.

In the preparation of notices to mariners, I wish to testify to the faithful and accurate work done by Mr. J. M. O'Hanly, who assists in this branch of the routine work.

During the past nine months notices relating to waters outside of Canada were issued, covering 15 items relating to Newfoundland and Labrador, 2 items relating to the Atlantic, 12 to the inland, and 9 to the Pacific waters of the United States, as well as 31 notices referring to transatlantic subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

#### REMOVAL OF OBSTRUCTIONS.

During the past nine months the following work has been done, under the annual appropriation for the removal of wrecks and obstructions:—

The tug *Castle*, which sank in the Detroit river, was moved, by contract, by the Midland Towing and Wrecking Co., of Midland, the contract price being \$1,750.

The schooner *Southampton*, which sank in Sarnia bay, Ont., is now being moved by the Reid Wrecking Co., of Sarnia, the contract price being \$950.

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The barge *Dobey*, which sank opposite Messrs. Rathbun & Co.'s wharf at Deseronto, Ont., is being moved by the Midland Towing and Wrecking Co., of Midland, the contract price being \$4,000.

The schooner *Mary*, which sank in Glace bay, N.S., was moved by contract, on December 10, 1906, by Mr. K. B. Spencer, of Glace bay, N.S., the contract price being \$40.

The schooner *S. E. Cove*, which sank in Amherst harbour, Magdalen islands, has not yet been moved, as the tenders called for, for doing this work, were considered too high.

## HYDROGRAPHIC WORK.

The hydrographic surveys of this department are now in charge of Mr. W. J. Stewart, who will make a special report of the year's progress.

All hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing notices to mariners, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation, so as to increase the value of these notices. During the past nine months the following hydrographic notes were published:—

*Affecting the Atlantic coast.*—Sinking of steamer *Havana* in Halifax harbour; sinking of steamer *Baines Hawkins* in Main-a-dieu passage; wrecks of *Ripple* and *Ida M. Shaffner* removed from Port Bickerton; wreck of *Pearl* removed from Shepody river; wreck of *Columbia* removed from Sydney harbour; soundings reported inaccurately in Bay of Fundy; and Pioneer rock located and buoyed at entrance to Tusket river.

*Gulf and River St. Lawrence.*—Publication of new edition of St. Lawrence Pilot; and publication by the department of hydrographic charts, St. Lawrence river, No. 7 (Ile aux Foins to Ile de Grace), and No. 8 (Head of Lake St. Peter); wharf at Pointe aux Orignaux extended; and information respecting elevation of lights in St. Lawrence river below Quebec.

*Inland waters.*—Sinking of tug *W. B. Castle* in Detroit river; sinking of *C. B. Packard* off Kingsville; removal of wrecks of *Sandy* and *Laurier* from Ottawa river; and removal of wreck *Tasmania* from Pelee passage, Lake Erie; correction of sailing directions with reference to Knight point and Grosse point lights; and inclusion of Carillon, Chute à Blondeau, and Ste. Anne lock lights, Ottawa river, in Canadian list of lights and fog signals.

*Pacific coast.*—Various uncharted rocks reported in Clayoquot sound, Dodd and Cunningham passages, Tuck inlet, Pasley passage, Chatham sound, Quatsino sound, Hoskyn inlet, Dixon entrance, and Hecate strait; shallow depths reported in Edye passage; North island and northwest extreme of Graham island incorrectly shown on Admiralty chart; position of Birnie island light; erection of a wharf at Swanson bay; location of fish traps in Juan de Fuca strait; and notice of establishment of notice boards from Nootka island to Estevan point.

## TIDAL AND CURRENT SURVEY.

The work in both branches of this survey has been actively prosecuted during the year, under the direction of Dr. W. B. Dawson.

*Investigation of the Currents.*—A full report on the currents in Belle Isle strait has been prepared. It is based chiefly upon the observations of 1906, when the whole season was devoted to the examination of the currents in this strait; and with these new results, the former information obtained in 1894 has been carefully compared and

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incorporated. The report is accompanied by a map and plates which illustrate in a graphic form the various characteristics that the current presents. As these are of a complex nature, the report is divided into two parts for greater clearness. The first part contains a general account of the characteristics of the current as a mariner would meet with them; and in the second part there is more explanation of the variation from its usual behaviour which may occur, and the amount of disturbance occasioned by wind and weather conditions. The relation of icebergs to the direction of the current and to the temperature of the water is also explained. The report is of a descriptive and practical character throughout, and is clearly indexed for ready reference.

*Tidal Stations and Tide Tables.*—The principal tidal stations on the St. Lawrence and Atlantic coasts have been maintained in continuous operation throughout the year; as well as five stations on the Pacific coast. Observations have also been obtained from Prince Rupert, the terminus selected for the Grand Trunk Pacific Railway, which will enable data for the tide there to be published in the Pacific tide tables for 1908. A new tidal station is in operation at Claxton at the mouth of the Skeena river, for the benefit of the important fishing establishments there; as the fishing on the Pacific coast is largely dependent on the time of the tide for a successful catch.

The tide tables for the eastern coasts of Canada have been rearranged and improved; and they now contain so much information that an index page has been added for ready reference. In the tide tables for the Pacific coast, tables have been added which show the time of slack water in the two principal passes, Active pass and Portier pass. These tables are calculated from the results of observations taken for over a year, and they will prove of substantial benefit to the heavy traffic passing through them. This traffic is largely handled by tugs which have to time their trips to accord with slack water in the passes used.

Besides the tide tables published by this survey, a number of supplementary ones are calculated, chiefly for local purposes. Amongst these may be mentioned tide tables for points on the St. Lawrence above Quebec, furnished to the Montreal Harbour Commissioners for the information of the pilot service; tide tables for Summerside, P.E.I., published in the local papers, and during the summer season, tide tables for seaside resorts on the lower St. Lawrence, which are much appreciated. These tables are prepared without involving any expense, even for the printing, but only with a little extra work in the office.

*Proposed work for the season 1907.*—During this season it is proposed to continue the investigation of the currents in the Bay of Fundy, to complete the region lying outward from St. John to the southern extremity of Nova Scotia. The tidal station at St. Paul island will also be rebuilt, as it has been in a precarious condition, and it is one of the most valuable reference stations, commanding as it does the main entrance by which the tides enter the Gulf of St. Lawrence from the Atlantic. A fully equipped tidal station will also be placed at Charlottetown, P.E.I. This will not only benefit the port of Charlottetown, but will also serve as a principal station for Northumberland strait, and will place that region on an independent basis. At present the tide tables throughout Northumberland strait are deduced from St. Paul island by a complicated system of variable differences, but this new tidal station will enable tide tables to be based directly upon observations in the strait itself.

#### ICE-BREAKING.

The work of ice-breaking in Thunder bay has been continued; tenders were invited, as usual, and a contract awarded to the Canadian Towing and Wrecking Company, of Port Arthur. The work was begun about the middle of November, 1906, and carried on continuously until December 17, of the same year; all boats being enabled not only to enter and leave the harbour without trouble but also to get to their berths at wharfs, docks or elevators. The contract price for breaking of ice, both autumn and spring,

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and for removal of all lightkeepers in the vicinity from their stations at the close of navigation, was \$25,000. An amount of \$18,000 was paid on account of work done during the fiscal year 1906-7, the balance being reserved for work to be done this spring.

Respectfully submitted,  
WM. P. ANDERSON,

CHIEF ENGINEER'S OFFICE,  
DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, ONT., April 1, 1907.

(INCLOSURE A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT  
OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISHMENT  
AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVI-  
GATION UP TO MARCH 31, 1907.

To the Deputy Minister,  
Department of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation for the nine months ending March 31, 1907.

NOVA SCOTIA.

NEW AIDS TO NAVIGATION.

*Yarmouth Harbour.*—A light-house erected on the northwest extremity of Bunker island was put in operation on January 15, 1907. The lighthouse stands on land 21 feet above high water mark and about 50 feet back from the water's edge. It is an inclosed square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white, and is 22 feet high from its base to the top of the ventilator on the lantern. The light is fixed red, dioptric of the sixth order, elevated 38 feet above high water mark, and visible 6 miles from all points of approach by water. The work was done by days' labour, under the direction of the Nova Scotia agency at a cost of \$599.12.

*Jordan river.*—A lighthouse tower was erected on the outer end of the breakwater on the east side of Jordan river. The tower is an inclosed square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 27 feet high from its base to the top of the ventilator on the lantern. The light is fixed red dioptric of the sixth order, elevated 24 feet above the high water mark, and visible 6 miles from all points of approach.

*North Cape.*—A new fog alarm building was erected. It is a framed wooden building, 53 feet 6 inches by 30 feet by 15 feet, and is painted white. The foundations are concrete; a concrete cistern under the boiler room built; also a concrete floor to boiler room, and a brick chimney, 40 feet in height.

A 8-inch diaphone plant will be installed.

The work is being done by days' labour, under the direction of the Nova Scotia agency and has cost to date \$3,898.77.

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*Pictou island.*—A lighthouse was established at the government wharf on the south side and near the west end of this island, and was put in operation on the opening of navigation in 1907. The lighthouse tower stands on the top of the bank near the wharf, on land 11 feet above high water mark and 35 feet back from the water's edge. It is an inclosed square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 26 feet high from its base to the top of the ventilator on the lantern. The light is fixed white dioptric of the sixth order, elevated 32 feet above high water mark, and visible 10 miles from all points of approach by water.

This work was carried out by days' labour under the direction of Nova Scotia agency at a cost of \$1,926.28.

*Harbour island.*—A wooden lighthouse tower and outbuildings is in course of construction on this island, the work being done by Mr. Stewart C. McMillan, of Isaacs harbour, N.S., the contract price being \$1,595.

*Bear island*—A lighthouse was erected on Bear island. It stands on the middle of the island, on land 13 feet above high water mark and about 50 feet back from the water's edge. It consists of a square wooden building, with a square wooden lantern rising from the middle of its hip roof, is painted white with roofs red, and is 35 feet high from its base to the top of the ventilator on the lantern. The light shown is fixed red dioptric of the sixth order, elevated 42 feet above high water mark, and visible 8 miles from all points of approach by water.

The work was done by contract by Mr. E. C. Embree, of Port Hawkesbury, N.S., the contract price being \$1,870.

Considerable protection work to the lighthouse was also carried out by days' labour under the direction of Mr. J. F. Murphy at a cost of \$849.71.

*Munro point.*—A lighthouse was established on the southeast extremity of this point. The tower stands on land about 40 feet above high water mark. It is a square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The tower is 32 feet high from its base to the top of the ventilator on the lantern. The light is fixed red dioptric of the seventh order, elevated 67 feet above high water mark, and visible 9 miles from all points of approach by water.

This work was done by contract by Mr. P. L. Macfarlane, of Baddeck, the contract price being \$710.

## CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

*Apple river.*—Repairs to fog-alarm are being made; two new boilers will be supplied; the work is being done by days' labour.

*Cape D'Or.*—A new boiler will be supplied; also a new furnace door, and the piping renewed; the work being done by days' labour.

*Brier island.*—The new fog-alarm building, mentioned in last year's annual report as being in course of construction, was completed in February, of this year, the work being done by days' labour under the supervision of Mr. S. Montgomery, the total cost being \$9,575.63.

*Lurcher lightship.*—This lightship was overhauled, and had her bottom cleaned and painted, and repairs made to the machinery and hull.

*Little Hope.*—The breakwater at this station was in a very dilapidated condition, and considerable repairs were executed, and it is now in first-class order; the work being done by days' labour at a cost of \$3,146.



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A new reinforced steel concrete tower is now in course of construction at this station, the work being done by contract by the Steel Concrete Co., of Montreal, the contract price being \$4,950.

*Sambro island.*—The lighthouse tower was increased in height by building an octagonal concrete wall, 20 feet high, on top of the old octagonal stone wall, and was surmounted by a new circular iron lantern. The sides of the tower are covered with shingles painted white; the lantern is painted red, and the lighthouse is 82 feet high from its base to the vane on the lantern.

This work was done by days' labour under the supervision of Mr. J. A. Legere, was completed in November, 1906, and cost \$2,934.

*Chebucto head.*—The south boiler at this fog-alarm station was retubed, and several other repairs executed at the station; the work being done by days' labour at a cost of \$695.92.

*Mauger beach.*—Sherbrooke tower, on Mauger beach, utilized as a lighthouse, was increased ten feet in height, surmounted by a new and enlarged lantern, and fitted with a more powerful illuminating apparatus. The iron lantern, and the two sloping roofs of the circular tower are painted red, the vertical parts of the granite martello tower and of the superstructure are painted white, thus giving the building the effect of red and white horizontal bands. The height of the building, from its base to the ventilator on the lantern, is 60 feet. The light is a third order dioptric light, showing a bright flash at intervals of five seconds. It is elevated 64 feet above high water mark, and visible 13 miles from all points of approach. The illuminant is petroleum vapourized under an incandescent mantle.

The repairs which were being made to the breakwater at this station were also completed; the whole of the above work being done by days' labour at a cost of \$2,594.49.

*Dartmouth.*—Considerable repairs were done on the departmental wharf and depot at this place, the work being done by days' labour under the supervision of the Nova Scotia agency at a cost of \$622.

*Popes harbour.*—Considerable repairs are required at this station; the sills, planking, railing, steps and part of the platform to be renewed; the building reshingled; the boathouse, oil store and cribwork protection work repaired and a new boat supplied. The work is being done by days' labour under the supervision of the Nova Scotia agency.

*Wedge island.*—About 300 feet of new cribwork protection work was built around the eastern side of the island, the work being done by days' labour under the Nova Scotia agency at a cost of \$1,166.

*Louisburg.*—A new boathouse was erected; the storehouse reshingled; the west side of the lighthouse stripped and reshingled and the chimney rebuilt; the work being done by days' labour at a cost of \$1,287.

*Low point.*—A new 40 horse-power Robb Mumford boiler and fittings will be installed at this fog alarm station, the boiler and fittings being provided by the Robb Engineering Co., of Amherst, N.S., and the price being \$1,156.

*Cape Race.*—A steel concrete tower is in course of construction at this station under contract by the Steel Concrete Co., of Montreal, the contract price being \$4,800; other works are being done by days' labour under the direction of the Nova Scotia agency, and the cost to date has been \$7,692.62.

*Amet island.*—Extensive repairs were made to the breakwater at this station to put it into serviceable condition, the work being done by days' labour at a cost of \$2,391.75.

*Pictou island.*—A new dwelling for the keeper of the west pier lighthouse is under construction by days' labour, and repairs are being made to the breakwater.

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In addition to the above, minor repairs were executed at the following stations:—

Port Bickerton, addition to dwelling.....	\$138 33
Three Top island, repairs to station.....	276 60
Cape La Ronde, repairs to station.....	175 00
Bird island, repairs to dwelling.....	264 08
Caribou, repairs to tower, &c.....	274 99
Scattarie, repairs to fog alarm.....	285 45
The Budget, repairs to station.....	504 00
Cape Enrage, repairs to station.....	190 00
False passage, repairs to station.....	184 00
Ouetique, repairs to station.....	109 13

## NEW BRUNSWICK.

### NEW AIDS TO NAVIGATION.

*St. John harbour.*—A fixed red light, shown from a lantern on a pole, is maintained by the Intercolonial Railway authorities on the outermost (southwesternmost) corner of their wharf at the south extremity of the city, to indicate to vessels coming into the harbour at night the position of the outer end of the wharf.

*Anderson hollow.*—A light was established on the outer end of the government breakwater at Anderson hollow, on the opening of navigation in 1907. The light is fixed white, shown from an anchor lens lantern hoisted on a pole 22 feet high, elevated 26 feet above high water mark, and visible 8 miles from all points of approach by water.

### AIDS DISCONTINUED.

*Pokemouche.*—In consequence of a change in the passage over the bar into Pokemouche gully it was impossible to make the range lights guide through the passage, and the light heretofore shown from a post standing 200 feet from the main lighthouse was therefore extinguished.

### CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

*Machias Seal island.*—The reservoir at this fog-alarm station was repaired and new iron beams and a concrete floor supplied. The dwelling house was also repaired and a new platform laid on south side of building. The work was done by days' labour at a cost of \$423.15.

*Gannet rock.*—A new fog-alarm building, to contain a duplicate 6 horse-power air compressing fog signal plant, with 5-inch low pressure diaphone, is under construction by days' labour under the direction of the New Brunswick agency. The machinery was supplied by the Canadian Fog Signal Company, of Toronto, the price of same being \$9,245.

*St. Andrews.*—Repairs were executed to the foundation of the lighthouse on the north end of the bar east of Navy island; a new ladder leading from the top of block to the beach made and new iron boat davits provided. A 10,000-blow fog bell was also erected on the east side of block. This work was carried out at a cost of \$3,193.85.

*Big Duck island.*—A new concrete reservoir, 24 feet by 30 feet by 9 feet deep, was constructed and a wooden cover made over it for the fog-alarm at this station. The reservoir inside the engine room was repaired and a new foundation of concrete placed

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under the cylinder of the engine. The dwelling house was sheathed and painted; the work being done by days' labour at a cost of \$1,118.25.

*Head harbour.*—A new cistern was made inside the lighthouse and the outside reservoir repaired, and a new concrete bulkhead erected on the upper end. Two sides of the dwelling-house and roof were reshingled and the boat tramway from boat-house to the beach renewed. The work was done by days' labour under supervision of the New Brunswick agency at a cost of \$1,023.41.

*Letite.*—The old reservoir at this station was repaired; a new bulkhead in cement placed on it, and new piping was also laid. Three additional rooms were also added to the keeper's dwelling; the work being done by days' labour at a cost of \$1,025.38.

*Partridge island.*—The high compressors, formerly in use at this station, were removed. The two large air tanks were transferred from the outside to inside the engine-house, and the reservoir was thoroughly repaired and recemented and piping extended to the several buildings on the island. The new dwelling for the assistant keeper was also completed and the city water extended to it. The work was done by days' labour under the supervision of the New Brunswick agency at a cost of \$5,019.72.

*Negro point.*—A submarine station is under construction at this place, the work being done by days' labour at a cost so far of \$877.11.

*Cape Tormentine.*—The range lights at Cape Tormentine pier, which heretofore have only been maintained while the steamer *Stanley* was making winter passages between that point and Prince Edward Island, have been rearranged, and are now maintained throughout the year. The front light is a fixed white seventh order dioptric light, shown from a lantern hoisted on a mast on the west side of the freight shed on the southeast corner of the pier. The light is elevated 28 feet above high water mark, and visible 7 miles from all points of approach. The back light, shown from the cupola of the iceboat house, is a fixed white catoptric light. It is elevated 34 feet above high water mark, visible 7 miles, and is distant 2,425 feet from the front light.

*Cocagne.*—Range lights will be established at Cocagne. The front light is to be shown from an inclosed tower standing on the shore on the south side of the mouth of Cocagne river, 70 feet eastward of Cocagne bridge. The tower is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the vane on the lantern is 28 feet. The light is a fixed red light, elevated 26 feet above high water mark, and visible 6 miles from all points of approach by water. The illuminating apparatus is dioptric of the sixth order. The back light stands on the shore of the river, 865 feet from the front light, and is shown from an anchor lens lantern hoisted on a pole. A diamond-shaped beacon is attached to the pole to make it more conspicuous as a day mark. The light is a fixed red light, elevated 47 feet above high water mark, and visible 8 miles.

The work is being done by days' labour under the direction of the New Brunswick agency, and the cost so far is \$333.53.

*Escuminac.*—The old fog-alarm building at this station was converted into an engine-room for the new fog-alarm plant to be shortly installed, and an extension was built to contain two 50 horse-power boilers and a coal room and concrete cistern were also built. The machinery, which will consist of a 3-inch diaphone plant, will be installed during the course of the summer months. The cost of constructing the building which was done by days' labour under the New Brunswick agency, was \$2,470.71.

*Campbellton.*—The lighthouse tower from which the front light of the range is shown was moved 33 feet in the line of range to the east edge of the widened approach to the railway wharf.

## MINOR REPAIRS.

Beacon light, repairs. . . . .	\$ 70 56
Buctouche, repairs to protection work. . . . .	384 33
Cape Enrage, repairs to station. . . . .	190 59
Goose lake, protection work. . . . .	225 53
Grand Manan, repairs. . . . .	113 16
Point Lepreaux, repairs to station. . . . .	107 00
Quaco, repairs to dwelling and fog-alarm. . . . .	130 00
Swallow Tail, repairs to station. . . . .	127 80
Sheldrake, repairs to tower. . . . .	65 82
Tiner point, repairs to fog-alarm, &c. . . . .	394 07

## PRINCE EDWARD ISLAND.

## NEW AIDS TO NAVIGATION.

*Warren farm.*—Range lights have been established on Warren farm, on the western side of Charlottetown harbour. The lights are shown from inclosed wooden towers, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each tower is 30 feet high from its base to the top of ventilator on the lantern, and the lights are fixed red seventh order dioptric lights, visible 2 miles in the line of range. The front light is elevated 39 feet above high water mark, and the back tower stands 1,143 feet from the front one, the light being elevated 57 feet above high water mark.

The work was done by days' labour under the agency at Charlottetown at a cost to date of \$1,295.39.

## IMPROVEMENTS IN EXISTING AIDS.

*Souris.*—The open steel skeleton tower, 25 feet high, fitted to take an octagonal lantern, 4 feet in diameter, mentioned in last year's annual report as being in course of construction, was completed. The tower was erected in the department shipyard at Sorel, the cost being \$850, and the cost of labour, &c., in erecting the same was \$599.98, making a total expenditure of \$1,249.98.

*Panmure island.*—Extensive repairs were made to the lighthouse at this station, the work being done by day's labour under the Charlottetown agency at a cost of \$445.38.

*Brighton beach.*—A new cribwork block foundation was built for the front lighthouse of this range; the new foundation consists of a block, 20 feet square, built of hemlock timber, seven tiers high. A ballast floor was placed between the third and fourth tiers and ballast stone filled in on top, the tower being then hauled back into position upon the hemlock flooring. The work was done by day's labour under the supervision of the Charlottetown agency, and cost \$139.86.

*Indian point.*—The foundation of the tower at this station was found to be defective, and a new foundation, of the best cement work, was therefore built; the repairs being carried out by day's labour under the supervision of the agency at Charlottetown at a total cost of \$2,541.74.

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In addition to the above work, minor repairs were also executed at the following places:—

Leards, repairs to front range tower. . . . .	\$204 67
Fish island, repairs to tower. . . . .	288 36
Cove head, repairs to mast ranges. . . . .	33 91
North Rustico, repairs, ballast, brush, &c. . . . .	239 45
Cape Tryon, repairs to building. . . . .	120 20
Georgetown, moving tower and repairs. . . . .	145 22
Georgetown, reconstructing wharf light. . . . .	86 31
Cape Bear, repairs to barn and fence. . . . .	263 54
St. Andrew's point, repairs. . . . .	75 00

## QUEBEC.

## NEW AIDS TO NAVIGATION.

*Carleton.*—A small lighthouse tower was built in Quebec for erection on the wharf at this place. It is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, and is 21 feet high. It is painted white, with the lantern roof red. The light will be a fixed red dioptric light of the sixth order, elevated 20 feet above high water mark, and visible 6 miles from all points of approach by water. The work was done by day's labour under the direction of Quebec agency, and cost \$333.32.

*Port Daniel west.*—A lighthouse was established on the eastern end of west point, and was put in operation on the opening of navigation in 1907. The light is fixed white, dioptric of the fourth order, elevated 100 feet above high water mark, and visible 15 miles from all points of approach by water. The illuminant, petroleum vapour burned under an incandescent mantle. The lighthouse tower stands 225 feet from the eastern extremity of West point, on land 70 feet above high water mark and 75 feet from the water's edge northward and southward. It is an inclosed octagonal wooden building, with sloping sides, painted white, surmounted by an octagonal iron lantern, painted white, and is 33 feet high from its base to the top of the ventilator on the lantern.

This work was done by contract by Messrs. Chapados & Robichaud, of Gascon, the contract price being \$900.

*Belle isle.*—The fog alarm building at this station has been completed. The building stands near the edge of the cliff at the northeast extremity of the island, and about two hundred feet northeasterly from the lighthouse tower. It is a rectangular wooden building painted red. The fog alarm consists of a diaphone, operated with air compressed by an oil engine, and gives during thick or foggy weather, one blast of  $3\frac{1}{2}$  seconds' duration every minute. The horn, elevated about 90 feet above high water mark, projects from the northeast side of the fog alarm building.

The building was erected by day's labour under the direction of the Quebec agency at a cost of \$9,207.24; and the fog alarm machinery was supplied by the Canadian Fog Signal Co., of Toronto.

*Cap Anguille.*—A fog-alarm building to contain a 5-inch diaphone with two 50 horse-power boilers; and a reinforced steel concrete tower are in course of construc-

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tion. The fog-alarm building is nearly completed and the diaphone and machinery has been shipped ready to be installed.

The work of constructing the fog-alarm building is being done by days' labour under the supervision of the Quebec agency, and the diaphone was supplied by the Canadian Fog Signal Co., of Toronto.

The work on the steel concrete tower will shortly be started, and will be performed by day's work. The total cost to date at this station has been \$15,231.41.

*Ellis bay.*—Range lights were established at this bay, Anticosti, by M. Henri Menier, proprietor of the island, on the southwest coast, to lead into the bay. The front light is shown from a tower standing on the outer end of the breakwater built out from the east shore of the bay. It is a cylindrical cast-iron tower, surmounted by a circular metal lantern, and stands upon a concrete foundation in the form of a frustum of a cone. The foundation and tower are painted white and the lantern roof red. The height of the building, from the foundation to the vane on the lantern, is 33 feet. The light is fixed white dioptric of the fourth order, visible over an arc of 90 degrees, and is elevated 35 feet above high water mark and visible 11 miles. The back tower stands on land near the shore at the bottom of the bay, 5,000 feet from the front one. It is similar to the front tower, but is 52 feet high, and stands on a foundation about 10 feet high of stone masonry, in the form of a frustum of a cone. The light is similar to the front one, is elevated 79 feet above high water mark, and visible 14 miles over an arc of 90 degrees.

*Fame point.*—The fog alarm building mentioned in last year's annual report as being in course of construction at this station, was completed, by day's labour under the direction of the Quebec agency, the total cost of construction being \$6,356.26.

A new cylindrical iron tower, surmounted by a circular iron lantern, is also being constructed by day's labour and will be ready to receive the illuminating apparatus by the fall of the year.

*Seven islands.*—The new fog alarm building, mentioned in last year's annual report as being in course of construction, was completed, and a duplicate air compressing fog signal plant is being installed. The construction of the building and installation of a water supply was done by day's labour and cost \$6,110.27, and the machinery was supplied by the Canadian Fog Signal Company, of Toronto, the price of same being \$2,650.

*Escoumains.*—Range pole lights were established in the bottom of the harbour of Escoumains, and were put in operation on September 8, 1906. The front light mast stands on the edge of the public road, about 100 feet back from the shore, on ground 10 feet above high water mark. The back light mast is 402 feet from the front one, on ground 32 feet above high water mark. The lights are fixed red 50-candle power incandescent electric lights, in anchor lens lanterns affixed to the top of poles. The front pole is 20 feet high, and the light 30 feet above high water mark. The back pole is 25 feet high; the light 47 feet above the water, and both lights are visible 2 miles in the line of range.

The work was done by day's labour under direction of Quebec agency, and cost \$677.49.

*Grosse Roche*—A lighthouse was established on the east side of the Saguenay river, about one mile above Grosse Roche. It stands on land 6 feet above high water mark and 30 feet back from the water's edge. It consists of a square wooden dwelling, with a square wooden lantern rising from the middle of its hip roof. It is painted white with the roof red, and is 35 feet high from its base to the top of the ventilator on the lantern. The light is fixed white dioptric of the sixth order, elevated 36 feet above high water mark, and visible 6 miles upstream and downstream.

This work was done by contract by Mr. Albert Roy, of Chicoutimi, the contract price being \$1,550.

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*St. Simeon.*—A light was established on the outer end of the government wharf at St. Simeon. It is a fixed white light, elevated 40 feet above high water mark, and visible 11 miles over an arc of 163 degrees. The illuminating apparatus is dioptric of the fifth order. The light is shown from an octagonal wooden lantern, painted white with roof red, built on the apex of the roof of the rectangular wooden freight shed on the outer end of the wharf. The freight shed is painted drab with the roof red, and the height from the deck of the wharf to the ventilator on the lantern is 35 feet.

*Hospital rock*—Two range lights are in course of construction on Hospital rock, Goose island; the front tower is situated about 12 feet above high water mark, and the back tower stands on pasture land in the rear. The low front tower which is a square wooden building has already been completed, and the back tower, which consists of a three-section steel skeleton tower, ordered from Messrs. Goold, Shapley & Muir, of Brantford, Ont., has been put together and will soon be ready to receive the lantern and illuminating apparatus.

The work is being done by day's labour under the supervision of the Quebec agency. The cost of construction to date has been \$1,873.98, and the price of the steel tower is \$502.80.

*Gentilly.*—A pier was constructed for the front light of this range; 125 piles, 20 feet in length, were driven in to form the foundation and on this a concrete pier was built. The pier is 42 feet square at its base, 25 feet square at its top and is 30 feet in height. A tower and keeper's dwelling thereon are in course of construction. In addition to the above, the pier, on which the back light of this range will be erected, was also started. The work is being done by day's labour under the supervision of the Montreal agency, and the cost to date has been \$17,399.17.

*Nicolet.*—A pier for the front light of this range was built. It is 42 feet square at its base, 25 feet square at its top and is 30 feet in height. A tower and keeper's dwelling are now in course of construction thereon. The foundations for a tower, on which the back light of this range will be shown, were also constructed, and were built 7 feet above the level of the ground on account of danger from ice in the spring of the year.

The work on the above two piers, &c., is being done by day's labour under the direction of the Montreal agency, and the cost to date has been \$28,336.90.

*Pointe du Lac.*—Foundations for a tower on which to show the back light of this range are being constructed, the work being done by day's labour under the Montreal agency, and the cost to date being \$549.12.

*Lake St. Peter.*—The lightship at No. 2 curve in Lake St. Peter was removed from her station, and replaced by three permanent lights shown from towers standing on concrete piers, arranged as two ranges with the middle light common to both. This middle tower consists of a square fireproof dwelling painted white with a red roof, surmounted by an octagonal iron lantern painted red. It stands on a rectangular concrete white washed pier with battered sides and a pointed nose upstream. The pier rises 29 feet above the summer level of the river, and stands at the point where the axis of the widened channel from Yamachiche curve to No. 2 curve cuts the axis of the widened channel from No. 2 curve to No. 1 curve. The lighthouse is 28 feet high from the deck of the pier to the ventilator on the lantern, and the light is a fixed white dioptric acetylene light of the fifth order, elevated 49 feet above the water, visible 6 miles. The back lights are similar lights elevated 94 feet above the water and visible 6 miles. Each is shown from a skeleton steel tower, rising from the walls of a fireproof dwelling, standing on a square concrete pier with battered walls. The tower is surmounted by an octagonal iron lantern, the lantern and skeleton framework being painted red, and the dwelling and pier white. The pier rises 29 feet above the water, and the tower is 73 feet high from the pier to the ventilator on the lantern. The upper back pier

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having settled somewhat at the eastern corner, and the front pier at its lowest corner, the bottom around the piers, was consolidated by placing stone filling.

The whole of the above work was performed by day labour under the direction of the Montreal agency, and the cost during the year has been \$18,851.84.

*Louiseville.*—Range lights were established on the west shore of Rivière du Loup, near its mouth, to lead in from Lake St. Peter, and were put in operation on the opening of navigation in 1907. The lights are fixed white lights, shown from anchor lens lanterns hoisted on poles, and visible six miles in the line of range. The poles are made more conspicuous as day beacons by having a diamond-shaped slatwork painted white on the top of each, and are respectively 20 and 40 feet high, standing on ground elevated 6 feet above the summer level of the river. The front light is elevated 25 feet and the back light 45 feet above the water. The front light pole stands on the west side of Rivière du Loup, about one-quarter mile above its mouth, and the back light pole on the west side of Rivière du Loup, about one-tenth mile north from the front one. The work was done under contract by F. X. Therien, the contract price being \$375.89.

*Gallia Bay.*—Four range lighthouses were erected on the south side of Ile à la Pierre to guide through the channel north of Ile des Barques, and were put in operation on the opening of navigation in 1907. The lights are fixed white catoptric lights, visible two miles in the line of range, and stand on concrete piers, square in plan, with battered sides. The front lighthouse of the upper range stands on the south side of Ile à la Pierre, 5,375 feet from Ile à la Pierre lighthouse, and 140 feet back from the water's edge. It is a square wooden building, painted white, surmounted by a white square wooden lantern with red roof. The height of the building from the top of the pier to the top of the ventilator on the lantern is 19 feet, and the light is elevated 41 feet above the summer level of the river. The back lighthouse stands 660 feet from the front one. It consists of an inclosed cylindrical steel tower 5 feet in diameter, painted white, surmounted by a square wooden lantern painted red. The tower is 52 feet high from the top of the pier to the top of the ventilator on the lantern, and is elevated 73 feet above the summer level of the river. The front lighthouse of the lower range stands on the south side of Ile à la Pierre, 2,800 feet from Ile à la Pierre lighthouse, and 80 feet back from the water's edge. The lighthouse is a similar building to the front one of the upper range, and is elevated 38 feet above the summer level of the river. The back lighthouse stands 600 feet from the front one. It is a similar building to the back lighthouse of the upper range, and is elevated 71 feet above the summer level of the river.

This work was performed by day labour, under the Montreal agency; the steel towers were furnished from the government shipyard, at Sorel, at a cost of \$292.25 each, and the total cost of this work, inclusive of the steel towers, was \$34,301.71.

*Ile du Pads.*—Two range lighthouses were established to mark the channel from the upper end of Ile aux Foins to the intersection of the alignment of Ile du Pads range lights with the alignment of Lavaltrie range lights, and were put in operation on the opening of navigation in 1907. The front lighthouse stands on the south side of Ile aux Cochons, about 100 feet back from the water's edge, and about one-tenth mile from the southeast end of the island. It is a square wooden building, painted white, surmounted by a square wooden lantern, painted white. The building is 19 feet high from its base to the top of the ventilator on the lantern, and stands on a concrete pier 22 feet high, square in plan, with battered sides. The light is fixed white catoptric, elevated 39 feet above the summer level of the river, and visible six miles in the line of range. The back tower stands on the western end of Ile du Pads, 1,960 feet from the front lighthouse, and about 900 feet back from the water's edge in the line of range. It consists of an open steel square framework, with sloping sides, sur-



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mounted by an inclosed wooden watchroom and a square wooden lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by being covered half way down with wooden slatwork. The lantern roof is painted red, the lantern sides, the watchroom and the slats are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 89 feet. The light is fixed white catoptric, elevated 71 feet above the summer level of the river, and visible six miles in the line of range.

This work was performed by day labour under the Montreal agency; the steel tower was supplied by the government shipyard, at Sorel, at a cost of \$258; and the total expenditure on this work, inclusive of the steel tower, was \$10,031.67.

*Ile du Moine.*—Two range lighthouses were erected to mark the axis of the ship channel from the curve below Ste. Anne de Sorel, and were put in operation on August 23, 1906. The front lighthouse stands on the west end of Ile du Moine, about 400 feet back from the water's edge. It is a square wooden building, painted white, surmounted by a square wooden lantern painted white with a red roof. The building is 21 feet high from its base to the top of the ventilator on the lantern, and stands on a concrete pier 25 feet high, square in plan, with battered sides, whitewashed. The light shown is a fixed white catoptric light, elevated 43 feet above the summer level of the river, and visible five miles in the line of range. The back tower stands 1,590 feet from the front one. It consists of an open steel framework, square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and an octagonal iron lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by being covered half way down with wooden slatwork. The lantern roof is painted red, the lantern sides, the watchroom and the slats are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 86 feet. The tower stands on a whitewashed concrete pier 19 feet high, square in plan, with battered sides. The light shown is a fixed white catoptric light, elevated 108 feet above the summer level of the river, and visible five miles in the line of range.

The work was performed by day labour under the Montreal agency; the steel tower was supplied by the government shipyard at Sorel, and the total cost of this work, inclusive of the tower, was \$17,022.13.

*Ile des Barques.*—A lighthouse was established on Ile des Barques, which will form the front range of Ile du Moine lower range, and was put in operation on the opening of navigation in 1907. The lighthouse stands on Ile des Barques, about one-third of a mile from its eastern end, and 9,690 feet from the back range lighthouse on Ile du Moine. It consists of a square wooden building, painted white, surmounted by a square wooden lantern, painted white with red roof. It is 19 feet high from its base to the top of the ventilator on the lantern, and stands on a concrete pier, 24 feet high, square in plan, with battered sides. The light is fixed white catoptric, elevated 41 feet above the summer level of the river, and visible ten miles in the line of range.

The work was done by day labour under the Montreal agency, at a cost of \$12,680.49.

## AIDS TO NAVIGATION DISCONTINUED

*Baie St. Paul.*—The exhibition of a light from the old lighthouse on the pier in the middle of Baie St. Paul has been permanently discontinued in consequence of the establishment of a light on the neighbouring government wharf at Pointe aux Corbeaux.

*Lark islet.*—The maintenance of a steam fog horn at Lark islet lightstation was discontinued when Prince shoal lightship was established, to prevent confusion.

## CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

*Cape Bauld.*—The fog horn maintained at Cape Bauld lighthouse was on November 1, 1906, replaced by a diaphone, operated by compressed air. The new fog-alarm is

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located in a rectangular wooden building, painted white with a red roof, located about 50 feet to the eastward of the lighthouse, and the diaphone gives blasts of seven seconds duration with intervals of thirty-eight seconds between them, or one blast every 45 seconds. The horn projects from the north side of the building. The diaphone plant was installed in November, 1906, being supplied by the Canadian Fog Signal Co., of Toronto. The cost during the year was \$9,818.88.

*Cape Norman.*—A new lighthouse tower, fog-alarm machinery and double dwelling are in course of construction at this station; most of the work having been completed with the exception of the double dwelling which has not yet been started. The tower is located near the old lighthouse, and is cylindrical iron, surmounted by a circular iron lantern, the whole painted red. The tower is 57 feet high from its base to the vane on the lantern. The light is a flashing white dioptric light of the third order, and the illuminant petroleum vapour burned under an incandescent mantle. It is elevated 116 feet above high water mark, and visible sixteen miles from all points of approach by water. A 3-inch diaphone was installed in place of the steam fog horn formerly in use, and gives one blast of 5 seconds' duration every 35 seconds. The machinery is contained in an engine house built on the east side of the old fog-alarm building, and is a rectangular wooden structure, painted white, with a red roof.

The work at this station is being done by day labour under supervision of the Quebec agency, and the cost to date has been \$12,839.25.

*Greenly island.*—A new fog-alarm building was erected on Greenly island, and was put in operation on August 15, 1906. It is a rectangular wooden building, painted white, with the roof red, and stands 695 feet from the lighthouse, and 60 feet back from the water's edge. The new fog-alarm consists of a diaphone, operated by compressed air, and gives during thick or foggy weather, one blast of five seconds' duration every minute. This fog-alarm replaces the steam fog horn heretofore used.

The work was done by day labour, under the direction of the Quebec agency, at a cost of \$4,596.97, and the fog-alarm machinery was supplied by the Canadian Fog Signal Company, of Toronto.

*Cape Ray.*—A new dwelling for the fog-alarm engineer at this station was built; the brick chimney of the fog-alarm building increased 10 feet in height, the cistern near the fog-alarm improved, and several other repairs to the station executed. The work was done by day labour, under the Quebec agency, and cost \$4,857.63.

*Bird rocks.*—A new fog-alarm building, to contain a 5-inch diaphone plant, is in course of construction at this station, and is nearing completion, the work being done by day's labour, under the Quebec agency, and the cost to date, \$5,030. The 3-inch diaphone has been supplied by the Canadian Fog Signal Company, of Toronto, the price of the same being \$7,100.

*Anticosti lightship.*—Repairs were made to this lightship, the boiler being overhauled and painted, the fresh water tanks recemented and repaired and the ship being in every way placed in good order.

*Cap Madeleine.*—A new fog-alarm building, to contain a 3-inch diaphone, will be erected at Cap Madeleine by day's work under the superintendence of the Quebec agency. A 3-inch diaphone plant and fittings have been ordered for this station from the Canadian Fog Signal Company, of Toronto.

*Ste. Félicité.*—Some changes and improvements were made to the fog signal plant at this station some extra parts including a suction air valve supplied and changes made in the air compressors, the cost of this work being \$1,623.89.

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*Father point.*—The fog-alarm at this station was changed so as to sound two blasts, each of 4 seconds' duration, with an interval of 3 seconds between the blasts, in every minute. Considerable repairs were also executed; the compressors of the fog-alarm were overhauled and the station put into good working order; the work being done by day's labour, at a cost of \$1,045.79.

*Red islet lightship.*—Repairs were made to this lightship, the boilers being overhauled, the fresh water tanks cemented and the electric plant repaired, the cost of the repairs being \$264.75.

*Prince shoal lightship.*—Repairs were made to this lightship; the dome and stays of boiler were sealed and painted, and the timing engine valve tuned up and spindle and new neck rings fitted; the fresh water tanks were also recemented and repaired, the cost of the repairs being \$800.

*Lark islet.*—The old keeper's dwelling house at this station, having been condemned, as unfit for habitation, a new dwelling was erected, the building being framed together in the workshops at Quebec and conveyed from thence to the site; the work was done by day's labour and cost \$1,946.32.

*White island lightship.*—Repairs were made to this lightship, the boiler being repaired and fresh water tanks overhauled, the cost of the repairs being \$554.69.

*River Caribou.*—The light shown from a pole since the back range lighthouse at River Caribou was blown down was replaced by a stronger light shown from a skeleton steel tower erected on a small knoll in the line of range 100 feet behind the temporary light. The new tower is a skeleton steel frame, square in plan, with sloping sides, surmounted by a square wooden lantern. It is 36 feet high from its base to the ventilator on the lantern, and the framework and lantern roof are red, the body of the lantern being white. The light is fixed white catoptric, elevated 40 feet above the level of the river, and visible six miles in the line of range.

The tower was constructed in the department's workshops at Quebec, by day's labour, and the cost of this work was \$871.69.

*Quebec breakwater.*—The substructure and the foundations for a steel skeleton tower, to be placed on the breakwater, to take the place of the old light now there, was prepared, and a steel tower, to be supplied by the Goold, Shapley and Muir Co., of Brantford, Ont., will shortly be erected; the cost of this work to date has been \$548.63.

*No. 3 curve, Lake St. Peter.*—A keeper's dwelling was erected on the front pier of No. 3 curve. It is constructed of expanded metal and cement, and is similar in details to the dwelling erected on the front pier of No. 2 curve.

Some 125 toise of stone were also placed around the pier to make it more secure.

This work was done by day's labour, under the direction of the Montreal agency at a cost of \$2,901.42.

*Ile aux Raisins.*—This range was shifted 75 feet to the westward of the old sites and two concrete piers are being built to receive these towers. The front pier is 19 feet square at its base, 12 feet square at its top and 21 feet in height and is completed. Foundations for the back light have been constructed and the work on this pier is now well under way. The work is being done by day's labour, under the supervision of the Montreal agency and the cost to date has been \$5,522.47.

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Minor repairs were executed in the following places:—

Les Eboulements, repairs to wharf. . . . .	\$ 124 83
King's wharf, Quebec, repairs to wharf. . . . .	118 81
Amherst island, repairs to station. . . . .	224 16
Anticosti (Heath point), repairs to station. . . . .	357 17
Anticosti (South point), repairs to station. . . . .	184 60
Bryon island, repairs to station. . . . .	358 08
Cape Rosier, repairs to station. . . . .	199 61
Champlain, upper, repairs to station. . . . .	363 00
Champlain, back, repairs to station. . . . .	433 00
Chicoutimi, repairs to station. . . . .	188 25
Esquimaux point, repairs to station. . . . .	181 33
Lavaltrie, repairs to station. . . . .	236 01
Cape Madeleine, repairs to station. . . . .	217 00
Ramblers cove, repairs to station. . . . .	188 87
Sandy beach, repairs to station. . . . .	162 21
Watt's point, repairs to station. . . . .	133 38
Portneuf, repairs to station. . . . .	280 79

## ONTARIO.

### NEW AIDS TO NAVIGATION

*Way shoal.*—Four beacon lights, to guide through the channel north of Way shoal, were established and put in operation on November 7, 1906. They show fixed white lights from pressed glass lens lanterns hoisted on poles, are visible eight miles in the line of range. The poles are made more conspicuous as day beacons by having diamond-shaped slatworks painted white on the top of each. The front light of the upper range stands on the bank of the river at a point 975 feet above the front light of the lower range, and about 2,100 feet below the mouth of the Blanche river. The back light of this range stands 490 feet from the front light, and the front light of the second range stands on the north bank of the river, 975 feet below Way channel front light.

These beacons were erected under supervision of Capt. Weir, O. G. S. *Maison-neuve*, and cost only \$124.

*Arnprior island.*—A lighthouse was erected upon Arnprior island, replacing the mast light previously maintained. The building consists of a square wooden tower, with sloping sides, surmounted by a square wooden lantern. It stands upon a concrete pier in the form of the frustum of a square pyramid, and the pier is whitewashed and the tower, painted white, is 26 feet high from the pier to the ventilator on the lantern. The light is fixed white dioptric of the sixth order, and is elevated 29 feet above the summer level of the river, and visible ten miles from all points of approach.

The work was done by day's labour under the foremanship of Mr. E. Corriveau, at a cost of \$1,068.

*Bronte.*—A lighthouse was established on October 17, 1906, on the north pier at Bronte. The tower stands near the outer end of the pier, and is an inclosed square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 27 feet high from its base to the top of the ventilator on the lantern. The light shown is fixed white dioptric of the sixth order, elevated 27 feet above the level of the lake, and visible ten miles from all points of approach by water.

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This work was done by contract by Messrs. Orange, Ribble & Co., the contract price being \$800.

*Allumette lake.*—A lighthouse was erected and put in operation at the lower end of Upper Allumette lake.

The light is fixed white dioptric of the sixth order, elevated 29 feet above the summer level of the lake, and visible from all points of approach by water. The tower is an inclosed square wooden building, with sloping sides, surmounted by a square wooden lantern, the whole painted white. Its height from the pier to the ventilator on the lantern is 27 feet, and stands on the uppermost boom pier of the Upper Ottawa Improvement Company, about 200 feet from the Allumette island shore. The pier is a square cribwork pier standing about 8 feet above the water.

The work was performed by day's labour under the foremanship of Mr. E. Corribeau, and cost \$852.76.

*Port Colborne.*—A reinforced steel pyramidal beacon was erected on the outer end of the eastern breakwater at Port Colborne and was completed on September 4, 1906. The beacon is square in plan, surmounted by a lens lantern, and is lighted with a white acetylene light occulted at short intervals. It is elevated 24 feet above the level of the lake, is visible ten miles from all points of approach, and is unwatched.

The work was performed by contract by Mr. M. J. Hogan, of Port Colborne, and the contract price was \$1,450.

## AID TO NAVIGATION DISCONTINUED.

When Allumette island lighthouse was established, the light heretofore shown from Morrison or Hawley island, to show the old entrance to the Allumette rapids boom, became useless, and it has been discontinued.

## CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

*False Ducks.*—The dwelling at this station was destroyed by lightning, which also did some damage to the lighthouse. A new dwelling and oil shed were therefore erected, and repairs made to the tower. The fog alarm machinery at this station was also duplicated, the machinery being supplied by the Canadian Fog Signal Company, of Toronto, for \$2,650; and the work of construction being done by day's labour at a cost of \$2,585.94.

*Presqu'île.*—A new fog alarm building was erected at this station, the work being completed on November 24, 1906. It is a framed rectangular building, 56 feet 6 inches by 21 feet 3 inches, and is supported on concrete foundations. The work was done by day's labour, under the direction of Mr. M. J. Egan, and the cost of erecting the buildings was \$3,629.99. A fog-alarm plant will be installed during the summer.

*Colchester reef.*—Considerable repairs were made to the breakwater at this station; the work being done by day's labour, at a cost of \$705.50.

*Saugeen river.*—The back range lighthouse was moved back a distance of 1,650 feet in the line of range and placed on a stone foundation on the crest of the ridge on the north bank of the river. It is now distant 2,350 feet from the front tower, and the light is elevated 61 feet above the level of the lake.

The work was done by day labour, and cost \$110.35.

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*Stokes bay.*—A shelter shed was erected at this station and completed on November, 1906; the work being done by contract by Messrs. R. E. Moore & Sons, of Lion's Head, the contract price being \$165.

*Penetanguishene.*—Considerable repairs were executed to the lighthouse and pier at the reformatory dock at this place. The portion of the pier below the water line was removed and placed with 12-inch square hemlock timber, and the top pier was then finished off with 12-inch square white pine with a batter. The lighthouse also underwent a thorough repairing, and was provided with new sills, floors, joists, &c.

The work was performed by day labour, under the direction of Mr. H. J. Alward, the total cost being \$1,065.01.

*Midland point.*—Midland point front range lighthouse was removed from its foundation to a new foundation consisting of a concrete pier, square in plan, with battered sides, erected immediately to the northward of the old foundation, in the line of range. This change increases the distance between the range lights 20 feet and raises the front light one foot higher above the water, the light being now 32 feet above the level of the lake.

The work was done by day labour, at a cost of \$694.65.

*Red rock.*—Considerable repairs are being executed at this light station, the work being done by day labour, and the cost to date has been \$1,152.97.

*Lonely island.*—A new lighthouse tower and keeper's dwelling is in course of construction at this station, on the edge of the cliff, 300 yards back from the north short of the island. The tower is an octagonal wooden building, with sloping sides, painted white, surmounted by a circular iron lantern painted red, and is 57 feet high from its base to the vane on the lantern. The light will be flashing white, elevated 195 feet above the level of the lake, and visible twenty miles. The illuminating apparatus will be dioptric of the third order, and the illuminant petroleum vapour, burned under an incandescent mantle. The work is being done by day labour, under the foremanship of Mr. W. Fryer, and has cost to date, \$3,332.39.

*Mississagi strait.*—The fog alarm at this light station was changed on November 1, 1906, from the 'wildcat' whistle to a diaphone operated by air compressed by steam power. The new plant is contained in a rectangular wooden building, painted white, with a red roof, standing 125 feet south of the lighthouse at a point 14 feet above the water and 175 feet back from the shore line. The resonator is elevated 33 feet above the water, and the diaphone gives two blasts, each of 3 seconds' duration, with an interval of 3 seconds between them, every 45 seconds. The building was erected by day labour, at a cost of \$4,892.58, and the machinery was supplied by the Canadian Fog Signal Company, the price being \$5,746.90.

*Sulphur island.*—The lighthouse tower on sulphur island was rebuilt in October, 1906. It stands on the south end of the island, 125 feet back from the water's edge. It is an octagonal wooden building, with sloping sides, painted white, surmounted by an octagonal iron lantern painted red, and is 43 feet high from its base to the top of the ventilator on the lantern. The light is fixed white of the fifth order, elevated 49 feet above the level of the lake, and visible twelve miles from all points of approach by water.

The work was performed by day labour, under the direction of Mr. W. H. Brunel, and cost \$1,802.31.

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Minor repairs were executed at the following stations:—

Salmon point, new oilhouse and repairs.. . . .	\$176 93
Presqu'île, repairs to piers . . . . .	248 55
Burlington, repairs to breakwater.. . . .	214 11
West Sister rock, shelter pier.. . . .	215 60
Boyd island, repairs to dwelling.. . . .	180 00
Black Bear island, lighthouse repairs.. . . .	248 76
Red river, lighthouse repairs.. . . .	289 14
Gull harbour, lighthouse repairs.. . . .	112 35
Long point, repairs.. . . .	269 71
Niagara, repairs.. . . .	197 82
North Sisters, repairs.. . . .	215 61
Nigger island, repairs.. . . .	130 52
Pleasant point, repairs.. . . .	225 45
Red river, repairs.. . . .	265 94
Point Traverse, repairs.. . . .	193 66

## BRITISH COLUMBIA.

## NEW AIDS TO NAVIGATION.

*Entrance Island.*—A 31-day Wigham light was established on the southeast end of Entrance island, as a guide to vessels entering Quatsino sound. The light is fixed white dioptric of the seventh order, elevated 90 feet above high water, and visible fifteen miles to the southward. The lantern stands on top of a small inclosed wooden tower, built on an open frame platform, the whole painted white, and the light is unwatched.

The cost of establishing this light, exclusive of illuminating apparatus, was \$669.26.

*Lookout Island.*—A 31-day Wigham list was established on the eastern end of Lookout island, as a guide to vessels entering Kyuquot harbour by Halibut channel. The light is fixed white dioptric of the seventh order, elevated 45 feet above high water mark, and visible twelve miles to the southward and eastward. The lantern stands on top of a small inclosed wooden tower, built on an open frame platform, the whole painted white, and the light is unwatched.

The cost of establishing this light was \$322.69.

*Mosquito Harbour.*—A 31-day Wigham light was established on the south extreme of Plover point. The light is fixed white dioptric of the seventh order, elevated 34 feet above high water mark, and visible two miles. The lantern stands on top of a small inclosed wooden tower, built on an open frame platform, the whole painted white, and the light is unwatched.

The cost of establishing the light was \$223.05.

*Esteven Point.*—A light, fog alarm and wireless telegraph station is in course of construction at this point, the work being done by day labour, under the superintendence of Mr. Thomas Tubman, and the cost to date \$301.30.

*Pachena Point.*—A first-class light and fog-alarm are under construction at this point, and are now nearing completion, full details of which will appear in next year's annual report; the work is being done by day labour, under the superintendence of Mr. George H. Frost, and the cost of construction to date has been \$23,388.13.

*Tsusiut and Seven Mile Creek.*—Shelter sheds were established at Tsusiut and Seven Mile creek on the west coast of Vancouver island. These sheds are connected by telephone with the government telegraph line to Victoria, and watchmen are maintained

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at them to promptly report vessels in danger within sight of the stations, and to render assistance in case of shipwreck. The shelter shed at Tsusiat is located on the headland immediately west of the 'remarkable waterfall' marked on the chart, and the Seven Mile creek shelter shed is on the prominent headland east of the creek.

This work was carried out by day labour at a cost of \$934.63.

*Trial Island.*—A lighthouse was erected on Trial island, and was put in operation on November 1, 1906. The lighthouse stands on a site 48 feet above high water mark immediately south of the 80-foot knoll, near the south point of Trial island. The lighthouse consists of a square wooden dwelling carrying a square wooden lantern on the middle of its cottage roof. It is 40 feet high from the sills to the vane on the lantern, and is painted white, with the roof and lantern red.

A fog-alarm was also established at this station, and was put in operation on September 1, 1906. It stands on a lower part of the rock, southeasterly from the lighthouse, and is a rectangular wooden building, painted white with a red roof. The horn projects from the south end of the building; and the fog-alarm consists of a diaphone, operated by means of compressed air, the power being supplied by an oil engine. It gives, during thick or foggy weather, one blast of 3 seconds' duration every minute. The work was done under contract by Geo. H. Frost and the total cost of the work to date has been \$11,939.

*Pulteney Point and Scarlett Point.*—Hand fog horns were supplied to the light-keeper at Pulteney point and Scarlett point light stations, which will be sounded, in thick weather, in answer to the fog whistles of steamers.

*Pine island.*—A lighthouse and fog-alarm were erected on this island; the light and the fog-alarm are now ready for service. The lighthouse stands 100 feet back from the extremity of the west point of the island and consists of a square wooden tower, rising from the western corner of a square wooden dwelling and surmounted by a polygonal iron lantern. The tower is 43 feet high from its base to the ventilator on the lantern, and the whole building is painted white, with the roof and lantern red. The light is fixed white dioptric of the fifth order, and is visible fourteen miles over an arch of 232 degrees. The fog-alarm will consist of a diaphone, operated with compressed air by an oil engine, and will give one blast of 7 seconds' duration every two minutes. The fog-alarm building stands 200 feet north-west of the lighthouse and is a rectangular wooden building, painted white with the roof red.

This work was done by day labour under the foremanship of Mr. Thomas Blair, and the total cost of erecting the building was \$21,071.29. The fog-alarm machinery will be supplied by the Canadian Fog Signal Co., of Toronto.

*Lund.*—A 31-day Wigham light was established on the east end of the south Ragged island. The light is fixed white dioptric of the seventh order, elevated 40 feet above high water mark, and visible eleven miles, over an arc of 249 degrees. The lantern stands on top of a small inclosed wooden tower, built on an open frame platform, the whole painted white, and the light is unwatched.

The light was installed by the C. G. S. *Quadra*, the Taylor Mill Company supplying the tower at a cost of \$169.24.

*Lucy island.*—A lighthouse was established on the northeast extremity of the easternmost Lucy island, and was put in operation on January 1, 1907. The lighthouse consists of a rectangular wooden dwelling, painted white with roof red, surmounted by a white square wooden lantern rising from the middle of its hip roof. The building is 36 feet high from its base to the top of the ventilator on the lantern. The light is fixed white dioptric of the fifth order, elevated 65 feet above high water mark, and visible thirteen miles, over an arc of 252 degrees.

This work was performed by day labour under the supervision of Mr. G. H. Frost, and cost \$7,059.04.



## SESSIONAL PAPER No. 21

## CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

*Cape Beale.*—The rebuilding of Cape Beale lighthouse tower was completed on October 17, 1906, and a modern quick flashing light was re-exhibited from the new tower at the beginning of 1907. The tower is similar in size and colour to the old one and stands on the old foundation. The old illuminating apparatus is in use, showing a revolving white light every 30 seconds, with a red sector showing over the dangers in Barkley sound.

The work was done by day labour under the superintendence of Mr. George Forrest, at a cost of \$2,576.50. The tramway was also repaired by day labour at a cost of \$575.

*Sechart.*—This light, which was carried away by storm in 1906, was re-established. The light is, as heretofore, a fixed white light, elevated 25 feet above high water mark, and visible ten miles from all points of approach. The light is shown through a dioptric lens from a three-wick 31-day Wigham lamp placed upon the top of a small square inclosed wooden tower, standing on a wooden framework foundation. The tower and foundation are painted white.

*Carmanah.*—Repairs were executed to the tramway at this station; the boilers of the fog-alarm were also retubed and repairs executed to the hoisting engine; the work being done by day labour at a cost of \$779.74.

*Race rocks.*—The fog-alarm boilers at this station were thoroughly repaired, at a cost of \$586.84; and a new watershed built, at a cost of \$131.92, to connect with the reservoir; the work being done by day labour.

*Laurel point.*—The harbour light established on the extremity of Laurel point, Victoria harbour, was moved 80 feet to the northeastward, and is now shown suspended from an iron arm, 4 feet in length, projecting from the north corner of a square red brick chimney rising from the north corner of a small brick house. The chimney is 57 feet high from the base of the building, and the light is 40 feet above high water mark.

The work was done at a cost of \$38.61.

*Porlier pass.*—A new four-roomed cottage for the keeper was erected at this station, the work being done by contract by Mr. Isaac Somers, the contract price being \$725. A new water cistern was also built by day labour at a cost of \$185.50.

*Ballenas isles.*—A fog-alarm, to receive a 1½-inch diaphone, is being constructed at this station, under the superintendence of Mr. G. H. Frost, by day labour, the cost to date being \$1,200.

*Sisters.*—A fog-alarm building for a 1½-inch diaphone is under construction, by day labour, under the direction of Mr. George H. Frost. The machinery is on the spot and will be installed as soon as the building is ready for it.

*Yellow island.*—A fog-alarm building to contain a 1½-inch diaphone is under construction at this station, by day labour, under the direction of Mr. George H. Frost, the cost to date being \$1,200.

*Ivory island.*—A new fog-alarm is in course of construction at this station, and the material for the same has been purchased; the work is being done by day labour, under the direction of Mr. G. H. Frost, the cost to date being \$1,200.

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Minor repairs have been made at the stations enumerated hereunder at the cost mentioned:—

Cape Mudge, trail built. . . . .	\$175 00
Point Atkinson, boiler retubed and repairs. . . . .	213 00
Brockton point, repairs, &c. . . . .	100 00
Entrance island, repairs. . . . .	350 00
Discovery island, boiler retubed . . . . .	105 00
Victoria harbour, repairs. . . . .	298 00
Egg island, repairs. . . . .	454 00

Respectfully submitted.

WM. P. ANDERSON.

Chief Engineer's Office,  
Department of Marine and Fisheries,  
Ottawa, Canada, April 1, 1907.

## APPENDIX A.

## REPORT BY THE INSPECTOR OF FOG-ALARMS.

(From July 1, 1906, to March 31, 1907.)

## NOVA SCOTIA.

*Apple River.*—Inspected November 17, 1906. Repairs made to safety valve of trumpet, operating valve of trumpet, exhaust cock and pump. Old boiler condemned, two new boilers being built. Plant in fair condition.

*Cape D'Or.*—Inspected November 20, 1906. One duplicate boiler built and landed. New furnace door and some piping renewed. Plant in fairly good condition.

*Cape Sharpe.*—Inspected December 11, 1906. New driving pulley on No. 2 engine. Plant in good condition.

*Point Prim.*—Water supply pipe, from reservoir to whistle house, renewed. Plant in fair condition.

*Brier island.*—A diaphone plant, operated by steam installed, consisting of two 50 horse-power boilers, three air compressors, two air receivers, three pumps, two timing devices, one 8-inch diaphone. Plant in good condition.

*Cape Fourchu.*—Inspected August 29, 1906. No. 2 boiler repaired; patch on fire-box, head of whistle pipe renewed, one stay and one tube renewed. A number of rivets in dome renewed. No other repairs required. Plant in fair condition.

*Seal island.*—This station required no repairs. Plant in fair condition.

*Cape Sable.*—Inspected March 7, 1907. A diaphone plant operated by steam was installed, taking the place of the steam whistle. Plant in good condition.

*Cape Roseway.*—This station required no repairs. Plant in fair condition.

*Cross Island.*—Inspected August 4, 1906. Slight repairs made to boiler, fog-horn machine and pump. Plant in fair condition.

*Chebucto Head.*—Inspected August 25, 1906. South boiler retubed, portion of wasted tube plate cut out and renewed. Plant in good condition.

*Maugers Beach.*—Inspected January 11, 1907. Diaphone moved from lighthouse to fog-alarm building. Plant in good condition.

*Cranberry Island.*—This station required no repairs. Plant in good condition.

*Louisburg.*—Inspected January 30, 1907. Plant in good condition.

*Scattarie.*—Inspected February 13, 1907. Eccentric and valve rods on compressor straightened. Plant in fair condition.

*Low Point.*—Inspected February 22, 1907, whistle renewed. Crosby machine repaired steam gauge renewed. Plant in fair condition.

*St. Paul's Island.*—Inspected August 8, 1906, plant in fair condition. Boiler retubed, some piping renewed.

*Cape Race.*—Inspected March 27, 1907, plant in good condition. Two new boilers installed. New plant installed.

## NEW BRUNSWICK.

*Machias Seal Island.*—Plant in good condition. A few leaky rivets in boiler were renewed.

*Big Duck Island.*—Inspected September 8, 1906. Plant in good condition. North

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boiler retubed. Slight repairs made to operating valve and reed box of fog-horn machine.

*Long Eddy Pt.*—Inspected September 11, 1906. Plant in good condition.

*Head harbour.*—Inspected September 10, 1906. Plant in fairly good condition.

*Letits.*—Inspected September 8, 1906. Plant in fair condition. A new boiler is being built to replace one of the boilers, which was condemned.

*Lepreau.*—Inspected September 18, 1906. Plant in fairly good condition. Diaphone was renewed, and plant changed to run with low pressure air.

*Tiner Point.*—Inspected July 11, 1906. Plant in first-class order. Slight repairs were made to air-compressors and spare parts supplied for engines.

*Partridge Isd.*—Inspected July 11, 1906. Plant in good condition. Slight changes were made to steam pipes and new blow-off cock, and a patch fitted to No. 2 boiler. Both boilers were covered with asbestos. Air-tanks were placed in building.

*Quaco.*—No repairs required. Plant in good condition.

*Cape Enrage.*—One condemned boiler was removed and replaced by a boiler that had been used at Halifax. Plant reported in good condition.

*Grindstone Isd.*—One new boiler was landed at station to replace one old boiler. Plant reported in fair condition.

*Point Escuminac.*—Plant reported in fair condition.

*Miscou.*—Plant reported in very good condition.

#### PRINCE EDWARD ISLAND.

*East Point.*—Inspected January 24, 1907. Plant in poor condition. Two new boilers are being built to replace those condemned.

*Cape Ray.*—Inspected in September, 1906. Plant in good working order. Smoke-stack lengthened 10 feet.

*Cape Rosier.*—Inspected August 9, 1906. Plant in good condition.

*Fame Point.*—Inspected August 9, 1906. Plant in good condition.

*Cape Magdalen.*—Inspected in September, 1906. Plant in good order.

*Martin river.*—Inspected in September, 1906. Plant in good working condition.

*St. Felicite.*—Inspected in September, 1906. Plant in perfect working condition.

*Father Point.*—Inspected June 25, 1906. Plant in very good running order. The plant was changed to run with a low pressure of air instead of high and low.

#### GENERAL REPORT ON C.G. LIGHTSHIPS.

(From July 1, 1906, to March 31, 1907.)

*Lurcher.*—Built in 1904 at the Polson Iron Works, Toronto, and placed on the Lurcher shoal. Inspected September 14, 1906. The ship came in Yarmouth, August 25, and received a general overhaul, and the ship put in first-class condition.

*Anticosti.*—Extensive alterations and improvements have been made to this vessel. The mooring hawse pipe has been changed from a horizontal to an inclined plane, and the powerful capstan moved from 'tween decks to forecastle head, thus giving the mooring chain a fairer lead and making the relieving springs much more effective. One boiler was retubed, and circulating pumps are being fitted to each boiler. All parts of machinery overhauled. When this work has been completed the vessel will be much more efficient than before.

*White Island.*—The new boiler fitted last year to this vessel has given every satisfaction and is a great improvement in every way. The machinery has all been

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overhauled. Water tanks, cemented and a new cylinder fitted to windlass. When the vessel leaves for her station, she will be in first-class condition in every part—boiler tested to 120 pounds, safety valves set at 70 pounds.

*Prince Shoal.*—The boiler and alarm machinery have been thoroughly overhauled; also the windlass. The hull and machinery throughout are in good condition. The boiler was tested to 105 pounds, and safety valves set at 60 pounds.

*Red Island.*—The new tubes fitted to boiler are all in good condition. The boiler has been cleaned out and all machinery put in first-class order. Boiler tested to 120 pounds, and safety valves set at 70 pounds.

*Bell Boat, St. John's Harbour.*—Very extensive repairs were necessary to the *Bell Boat* moored off St. John harbour, it having broken adrift and grounded on rocks. A complete new bottom was fitted; also several deck plates. The boat was fitted with an automatic acetylene gas system, and is now again ready for her station. When examined after being in water for some time everything was found tight.

C. THOMSON SCHMIDT.

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## APPENDIX No. 2.

## ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS, 1907.

To the Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith the fourth annual report of this branch to October 15, 1907.

The principal work carried out has been the substitution of modern dioptric apparatus in a number of the important coast lights, and an extension of the gas buoy service.

Delay has been experienced in completing the electric submarine signal stations in the maritime provinces owing to inadequate transportation facilities.

The completion of the water front at the Dominion lighthouse depot at Prescott is proceeding, and should be nearly finished by the close of navigation this year.

The Parry Sound depot, Georgian bay, requires a berthing wharf for the new lighthouse and buoy boat, for which provision has been made in the estimates, and a contract has been let for this work. The wharf will be completed in time for use by the new boat.

Before proceeding to review the work of this branch in detail, attention should be directed to the lack of facilities for properly maintaining the aids to navigation now in service, and promptly installing new aids that have been provided.

In the Nova Scotia agency, the *Lady Laurier* and *Aberdeen* are available for lighthouse and buoy work, but they have been unable to carry out all the work which has been required, and in consequence of this, serious delay has been experienced in laying submarine cables for the stations at Louisburg, Yarmouth and Negro Head.

In the New Brunswick agency, the C.G.S. *Lansdowne* has not sufficient power, and is too small for the amount of work to be carried out, and it is necessary that some steps be taken by the department to provide a new steamer for this work. When this is done it will be possible to sell the *Lansdowne* out of the service.

The work in the Charlottetown agency has not increased in the same ratio as the work in other parts of the country, and for the present the existing facilities are adequate.

In the Quebec agency, it was impossible to put in operation the new occulting light at Belle Isle, high light, and the lantern, second order lens and occulting light at Belle Isle, low light, although these were available. The difficulty of transporting men and materials for construction work in this agency has affected the work of this branch owing to the necessary delay in completing structures for new apparatus.

In the Montreal agency, the administration of the lighthouses in the St. Lawrence river, from Platon to Montreal, on the Richelieu river and Lake Memphremagog are looked after by the Quebec agency, owing to the fact that the C.G.S. *Shamrock* and scow *Acetylene* are unable to do more than attend to the buoy service.

In this connection, the *Shamrock* is too small for the work which is required, and has not sufficient power to properly do the work in the fall of the year, when the ice begins to make, and should be replaced by a twin-screw steel steamer with an ice-breaking bow. When this steamer will be provided, the services of the *Shamrock* may be dispensed with, and it will be possible for the agent at Montreal to look after both the lighthouses and the buoys in his district.

The facilities which exist in the Montreal-Kingston division are adequate for taking care of the lighthouse and buoy service between Lachine and Trenton, but it is not possible at the present time to include the Ottawa river in this division.

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It is recommended that a new derrick-scow 100 feet x 30 feet be built at Prescott to replace the derrick-scow *Prescott*, owing to the fact that the latter is too small, and that the hull of the *Prescott* be used for the floating gas plant which is now temporarily installed on a small repair scow.

The service on the great lakes is attended to, at the present time, by contract. When the new Parry Sound buoy boat is completed, for which provision is made in the estimates, it will be possible to dispense with the contract steamer and the work will be much better performed.

In British Columbia, the steamer *Quadra* is the only government steamer available for lighthouse and buoy work; it has consequently been necessary during the past season to charter the steamers *Cascade* and *Maude*, and latterly the tug *William Joliffe* and the tug *Fern*.

There is no agency which more urgently requires, at least one additional steamer for lighthouse and buoy work than British Columbia.

In May, 1907, Mr. C. E. Stewart, chief engineer of the C. G. S. *Lady Laurier*, was transferred to the staff of the undersigned, and during the summer was engaged in the preparation of plans for lighthouse and buoy tenders. These plans were prepared specially in view of the fact that the new lighted whistling buoys are larger and heavier than any floating aids to navigation which had to be attended to heretofore. A special feature has been made of the lifting derricks, and ample space has been provided.

Three sets of plans have been made, one for a large steamer which will be required eventually for the Nova Scotia agency, plans for a new steamer for the Parry Sound agency and plans for the new buoy boat which will be required as soon as the necessary provision can be made to replace the *Shamrock* on the ship channel buoy service.

The necessity of purchasing land at St. John, N.B., for the purpose of building wharfs and erecting storehouses for the lighthouse and buoy service of the Bay of Fundy, has been before the department for a number of years, but up to the present no action has been taken. This matter is assuming an acute phase at the present time, and some immediate action must be taken to enable the department to carry out, properly, its work in the New Brunswick agency.

At the present time, the department has an arrangement whereby a portion of the ballast wharf, St. John harbour, is used, but this is a very unsatisfactory arrangement. It will be necessary to make this provision in St. John, or to remove the headquarters of the lighthouse and buoy service in this agency to some other point.

## COAST LIGHTS.

## PROVINCE OF NOVA SCOTIA.

*Sable Island, east end*.—A second order double flashing light has been received and is in process of erection at this point.

*Cape Fourchu*.—A second order single flashing light has been received and will be put in operation before the close of the year.

*Seal Island*.—A second order double flashing light is being installed at this station.

*Cape George*.—A third order double flashing light has been received and is being erected.

*Sydney Range, front light*.—A fourth order lens with an occulting screen has been provided for this light.

## PROVINCE OF NEW BRUNSWICK.

*Shippigan*.—A third order light, small model, single flashing, has been put in operation at this point.

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*Little Belledune*.—A fourth order fixed and flashing light, removed from Western islands, Georgian bay, has been overhauled at the lighthouse depot at Prescott, and installed at this station.

## PROVINCE OF PRINCE EDWARD ISLAND.

*Souris East*.—A fourth double flashing light has been received at Charlottetown and will be erected immediately.

## PROVINCE OF QUEBEC.

*Heath Point*.—It was expected that the 1st order single flashing light at this point would be in operation before the close of navigation this year, but owing to the lack of transportation facilities it was not possible to complete the raising of the tower at this place, and the light will be installed soon after the opening of navigation next year.

*Fame Point*.—A first order double flashing light has been put in operation here.

*Cape Ray*.—A first order triple flashing light has been provided for this station and is now in process of erection.

## PROVINCE OF ONTARIO.

The light at *Lonely island* was burnt; a new tower has been erected and a third order triple flashing light is in process of erection at this point.

*Eastern gap, Toronto harbour*.—A fourth order lens with an occulting screen and petroleum vapour light has been installed at this point.

*Port Colborne*.—A fourth order lens with an occulting screen and petroleum vapour light was installed here, but owing to the vibration caused by heavy seas it was necessary to change the illuminant from petroleum vapour to acetylene using a standard gas buoy occulting box to give the requisite period of light and darkness.

*Port Dalhousie*.—A fourth order lens has been provided for the main light at this point; the illuminant is electricity occulted automatically.

*Minor Lights.*

The following apparatus has been supplied by the Lighthouse Depot, Prescott, for various minor lights throughout Canada:—

## PROVINCE OF NOVA SCOTIA.

Name of Station.	Order of Lens.	Arc of Visibility.	Remarks.
Bunker Island.....	6th.	360	French holophotes.
Glace Bay.....	6th.	360	
Grand Digue Light.....	6th.	360	
Jordan River.....	6th.	360	
West Point Harbour.....	6th.	360	
Sydney Ranges.....	4th.	180	

## PROVINCE OF NEW BRUNSWICK.

Bear Island Light.....	6th.	360	
Cocagne Range.....	6th.	240	
Quaco Breakwater.....	6th.	270	

## PROVINCE OF PRINCE EDWARD ISLAND.

Indian Point.....	4th.	270	
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## PROVINCE OF QUEBEC.

Name of Station.	Order of Lens.	Arc of Visibility.	Remarks.
Point à Basil Range.....	4th.	270	
Ile du Moine.....	5th.	270	
Point au Basile Ranges.....	5th.	270	
Port Daniel Wharf.....	5th.	270	
River du Moulin.....	6th.	360	
Gallia Bay Ranges.....	7th.	240	2 lenses. 2 " French holophotes 2 " French holophotes.
Gentilly Ranges.....	4th.	180	
Point du Lac.....	4th.	180	

## PROVINCE OF ONTARIO.

Toronto, Eastern Gap.....	4th.	270	
Wolfe Island.....	5th.	270	
Bronte Light.....	6th.	360	
McKay Island.....	6th.	360	
Bronte Harbour.....	7th.	360	
Campbell Island.....	7th.	360	

*Gas-buoy Services.*

Reference has been made above to the transfer of Mr. C. E. Stewart to the staff of the undersigned. Mr. Stewart has been appointed inspector of gas buoy services with headquarters at Prescott, and his duties will be to inspect the gas buoys throughout Canada in order to see that the service is maintained in a uniform manner and in the best possible way.

Owing to the increase in the number of gas buoys and gas beacons in British Columbia waters it was necessary to appoint an officer to supervise this work, and Mr. Gordon Halkett, who was attached to the lighthouse depot at Prescott and who had considerable experience in this class of work, was detailed to proceed to British Columbia and assist the agent in that province.

Province.	No. of Buoy.						No. in Service.
	Type.						
	5 & 6.	7 & 8½.	9 & 9½.	11.	14.	C*	
Nova Scotia.....		7	3	17	1		28
New Brunswick.....		11	1	5			17
Prince Edward Island.....		1	4				5
Quebec.....		18					18
Ship Channel.....		11				46	57
Montreal-Trenton.....	3	33				3	39
Above Trenton.....		11					11
Georgian Bay.....	1	10		3			14
British Columbia.....							

\* Compressed gas.

In addition to the gas buoys the following gas beacons have been placed in service in British Columbia :—

1. Pointers, Chatham sound.
2. Ridley island, Prince Rupert.
3. Coast island, Prince Rupert, 2 beacons.
4. Green Top island, Chatham sound.

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5. Watson rock, Gibson island.
6. Morning reef, Klewnugget.
7. Fog rock, Fitzhugh sound.
8. Zero rock, Rivers Inlet.
9. West rock, Gulf of Georgia.
10. Joan point, Dodds narrows.
11. Danger reef, Stuart channel.
12. Boat bluff, Sarah island.
13. Kelp reef, Haro channel.
14. Gabriola reef, Straits of Georgia.
15. Maud island, Seymore narrows.
16. Gillard island.
17. Lewis rock, Bayne's channel.

The gas beacons referred to above can only be used in British Columbia owing to the fact that the temperature conditions are such that the beacons do not freeze. It is not practicable to utilize gas beacons in Eastern Canada unless the beacon is housed in and artificial heat provided.

The automatic gas buoys which have been installed by this department in the past have given general satisfaction to the shipping interests and the department has been justified in increasing the number after practical experience in the operation of this type of buoy.

NUMBER OF LIGHT STATIONS, LIGHTS, FOG-ALARMS AND WARNING BUOYS IN THE DOMINION.

	Light Stations.	Lights.	Keepers.	Fog whistles, sirens and diaphones.	Fog horns.	Fog bells.	Fog guns or bombs	Gas buoys.	Whistling buoys.	Bell buoys.
Province of Ontario and above Montreal.....	235	324	215	14	6	4	.....	58	.....	3
Lightships.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Quebec.....	189	279	220	12	8	1	7	81	1	1
Lightships.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Nova Scotia.....	233	237	234	12	10	3	1	17	18	29
Lightships.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of New Brunswick.....	113	146	118	8	7	2	1	25	5	15
Lightships.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Prince Edward Island.....	42	72	48	.....	1	.....	.....	5	3	1
Province of British Columbia.....	69	78	67	8	9	8	.....	8	3	3
Lightships.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Manitoba.....	7	9	6	.....	.....	.....	.....	.....	.....	.....
	901	1,145	908	54	41	18	9	183	30	52

SUBMARINE SIGNALS.

During the past summer electric shore stations have been built at Louisburg, Yarmouth and Cape Fourchu and all machinery has been installed. At Negro Head it was necessary to build a land line between the cable landing at Negro Head and the fog-alarm station at Tiner line in order that the fog-alarm engineer could take charge of the submarine signal plant.

This station would be in operation had it been possible to obtain the use of the department's steamer for the purpose of laying the cable.

Owing to the pressure of other work this has been left but it is probable that two of the cables can be laid before the winter weather sets in.

The department has already in operation at Chebucto Head an electric submarine station, two bells are operating on independent cables on the shore station and a continuous service, practically without interruption, has been given.

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Five lightships are equipped with the new pneumatic Bell signal and have worked without the necessity of repairs or interruption since being installed.

The department has provided on a Willson automatic gas and whistling buoy, a receptacle so that a submarine bell attachment can be carried.

Up to the present time the Submarine Signal Company, of Boston, have not furnished to the department a suitable bell attachment for these buoys. This can be done and when it is provided it will be possible to put in service a larger number of submarine bells principally around the coast of Nova Scotia and the Bay of Fundy.

## PARRY SOUND AGENCY.

Provision has been made in the estimates of the current year for the construction of a lighthouse and buoy tender for the Georgian bay, special plans have been prepared for this steamer and when completed and in service will be of the greatest possible assistance to the department in distributing lighthouse supplies on the great lakes and in placing and maintaining the heavy gas buoys which are in use in the Georgian bay.

As indicated previously a berth and dock is under construction at the Parry Sound depot, when this is finished the depot will be practically complete. The undersigned has personally inspected the work which has been done up to the present at Parry Sound and finds that it has been carried out in a satisfactory manner and that the depot is in every way creditable to the department.

## DOMINION LIGHTHOUSE DEPOT, PRESCOTT.

No new structures have been erected at Prescott during the past year. The work of completing the water front has been carried on and it will be practically finished by the close of the present year.

Preparations are being made for the building of the new ways and are needed for hauling out the Department's boats.

In the opinion of the undersigned the time has arrived for the construction of a new machine shop at this depot for which full detailed plans have been prepared. At the present time machine work is carried out in two shops, which are too small for the amount of work to be done. Inspections have been made from time to time by different officers connected with this department, and as the reports indicate the work is carried out in an efficient and careful manner and is well done.

This depot is in charge of Mr. W. H. Noble, assistant commissioner of lights, and during his absence, Mr. A. Boyle, accountant, is in administrative charge.

Mr. Noble has been absent on special inspection work for a considerable portion of the past season, the work devolving on Mr. Boyle has been performed in a very satisfactory way.

The undersigned desires to record his entire appreciation of the services rendered to him by his staff, and it would not have been possible to carry out the large and increasing amount of work which is devolving on this branch without the hearty co-operation of all the officers connected with it.

Respectfully submitted,

J. F. FRASER,  
*Commissioner of Lights.*

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**List of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1907.**

**ONTARIO.**

	No. of Buoys.		No. of Buoys.
Amherstburg, including Bois Blanc.....	44	Parry Sound, gas-buoys (one with bell).....	3
Bay of Quinte (two contracts).....	19	Pembroke.....	23
Bears Rump.....	1	Pointe au Baril, beacons.....	15
Big Duck island, bell-buoy.....	1	"        buoys.....	4
Blind river.....	4	Penetanguishene.....	10
Byng inlet.....	7	Port Arthur, gas-buoys.....	3
Collingwood.....	14	Port Rowan.....	10
Clapperton channel.....	9	Rainy river, beacons, pairs.....	11
Georgian bay.....	13	"        buoys.....	14
gas-buoys.....	4	River Thames.....	8
Goderich.....	3	Rondeau.....	6
Green shoal.....	1	St. Lawrence river, Montreal to Kingston, spars	84
Grecian shoal.....	1	St. Lawrence river, Montreal to Kingston, can-	
Gananogue.....	3	buoys.....	13
Hawkesbury.....	15	St. Lawrence river, Montreal to Kingston, gas-	
Kaministiquia.....	9	buoys.....	39
Lake Erie, gas-buoys.....	2	Ste. Placide, stakes and buoys.....	52
Sturgeon river.....	26	Sault Ste. Marie, .....	21
Lake of the Woods, including bell-buoy.....	115	"        canal approaches.....	25
Lake Simcoe.....	5	Seine river and Grassy lake, piles.....	30
Lake Superior, including bell-buoy.....	8	"        buoys.....	10
Little Current.....	8	South Baymouth.....	4
Lone rock, gas and bell-buoy.....	1	Stokes bay.....	6
Midland.....	7	Surprise shoal, bell-buoy.....	1
Murray canal and Presqu'île bay.....	23	Temagami Lake, 4 beacons and.....	21
Napanee.....	14	Trenton.....	13
Niagara, bell-buoy.....	1	Victoria island, Lake Superior.....	3
North Sisters rock.....	4	Waubashene.....	37
Orillia.....	18	Winnipeg river.....	13
Pancake shoal, bell-buoy.....	1	Saugeen river.....	7
Parry Sound.....	27	Sturgeon river.....	26

**QUEBEC.**

	No. of Buoys.		No. of Buoys.
Agnes	1	North Temiskaming, bushes and	9
Amherst harbour	8	New Richmond	3
Anse à Gascons	1	North channel, Island of Orleans	12
Anse à Beaufils	1	Nouvelle	2
Barachois de Malbaie	1	Paspebiac	1
Bonaventure	3	Pentecost	1
Cap Chat	1	Perce	2
Cape Cove	1	Port Daniel	1
Cap Meule	1	Portneuf	9
Carleton point	1	Restigouche river	10
Chicoutimi	15	Richelieu river, balises	
Cock point	1	"    to St. Johns	35
Chaudiere basin	7	"    above St. Johns	21
Cape Despair	1	Rigaud river	3
Douthé's point	1	Rivière à la Pipe, Lake St. John	8
English bay	3	"    des Prairies	10
Eschourie rock	1	Ste. Adelaide de Pabos	1
Fox river	1	Ste. Anne river	1
Gaspe	5	St. Thomas	8
Grand Entry	17	St. Godfroy	1
Griffin cove	1	St. Lawrence river, between Platon and Mont-	
Gros Cap-aux-Œs	1	real, gas buoys	57
House harbour, Magdalen islands	6	St. Lawrence river, between Platon and Mont-	
Lake Temiskaming	13	real, unlighted buoys	200
Lake St. John—		Serpent reef	1
River Ashuapmucuan		Temiskaming	13
"    Mistassini		St. Placide, 40 bushes	
"    Peribonka		Maintained by Quebec agency, gas-buoys	24
Roberval harbour		Maintained by Quebec agency, unlighted buoys	45
25 beacons and	110	Maintained by Quebec agency below Quebec,	
Little river west	1	bell-buoy	1
Lachine rapids	7	Maintained by Quebec agency below Quebec,	
Maria	1	whistling-buoy	1
Matane	3	Petite rivière, East	1
Mont Louis	1	Ville Marie	1

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List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

## NEW BRUNSWICK.

	No. of Buoys.		No. of Buoys.
Bathurst.....	26	Nappan river, 24 stakes and.....	3
Baie Verte and Port Elgin.....	36	Northwest arm, Miramichi.....	16
Bay du Vin.....	12	Northeast arm, 24 stakes and.....	8
Beaver and Blacks harbour.....	9	Oromocto.....	7
Black brook, Miramichi river.....	3	Ox island, St. John river.....	5
Black Lands gully.....	12	Petit Rocher.....	2
Buctouche.....	22	Pisarinco.....	2
"    stakes.....	34	Pokemouche, number of bushes.....	7
"    river, bushes.....	200	Quaco (maintained by C. G. S.).....	3
Bartibogue.....	13	Richibucto and Albion.....	33
Campobello.....	10	"    Rexton and Browns yard.....	30
Caraquet.....	21	Shediac.....	18
Cocagne, stakes, 30.....	11	"    north of island, 26 bushes and.....	2
Dalhousie and Restigouche.....	12	Shippigan, 17 pickets.....	20
Didgequash.....	5	St. Andrews.....	14
Dipper harbour.....	3	St. Croix ledge.....	11
Dorchester.....	3	St. John river.....	77
Grande anse.....	4	St. Louis, 15 bushes.....	12
Grand Lake and Salmon river bushing.....	73	St. Simon, Bay Caraquet.....	4
Grand Manan, 1 spindle and.....	28	Tabusintac.....	18
Great Shemogue.....	7	Tracadie, South Gully, 30 bushes and.....	5
Hatfield point, bushes.....	7	Tracadie, 150 bushes, North Gully.....	11
Harvey.....	7	Tynemouth creek.....	3
Kouchibouguac and Black river, bushes.....	3	Washademoak, 147 bushes and.....	2
Lepreau.....	3	Waweig river.....	2
Letite and Back bay, 1 spindle and.....	14	West Isles, 4 spindles and.....	23
Little Shemogue, 1 beacon and.....	5	Maintained by agency—	
Little Shippigan.....	12	(gas buoys).....	12
Magaguadavic.....	13	(gas and bell, combined).....	2
Maquapit and French lakes, 20 stakes and.....	4	(gas and whistling, combined).....	11
Miramichi, 9 winter buoys, 1 lightship and.....	18	(can and conical buoys).....	110
Miscou.....	8	(whistling buoys).....	5
Musquash.....	7	(bell-buoys).....	15
Negiac.....	21	(bell boat).....	1
Neil harbour.....	1	(lightships).....	2

## PRINCE EDWARD ISLAND.

	No. of Buoys.		No. of Buoys.
Bay Fortune.....	3	Little channel.....	3
Beach point.....	3	Montague.....	9
Bedeque.....	11	Murray harbour, 2 stakes.....	37
Bras harbour.....	5	New London.....	9
Brudenell river.....	4	Orwell and Vernon river, 36 bushes.....	6
Cardigan, Lower.....	6	Pinette, number of bushes.....	5
Upper.....	12	Port Hill.....	12
Cascumpec, 12 stakes.....	14	Pownall.....	7
Charlottetown, 20 stakes.....	22	Rollo bay.....	3
Cove head.....	2	Rustico.....	5
Crapaud stakes and.....	5	Savage harbour.....	2
East river (Hillsboro').....	17	Souris.....	4
Egmont bay.....	12	St. Peters harbour.....	10
"    south, 8 stakes and.....	2	Summerside.....	10
Georgetown.....	14	Tracadie.....	3
Goose harbour.....	2	West point.....	2
Grand river, 1 beacon and.....	12	Wood island.....	5
"    lot 14.....	8	Maintained by agency (signal buoys).....	4
Indian rocks.....	1	"    "    (conical).....	4
Malpeque.....	16	"    "    (gas buoys).....	5
Miminegash.....	6	including Zephyr rock.....	

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LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

## NOVA SCOTIA.

	No. of Buoya.		No. of Buoya.
Advocate harbour.....	6	McKinnon harbour.....	4
Apple river.....	8	Musquodoboit.....	7
Arichat.....	20	Martins Brook.....	6
Argyle river and sound.....	10	Metighan river.....	2
Avon river.....	6	Northport.....	12
Amherst Basin.....	4	North Sydney.....	5
Barrington.....	32	Nell's harbour.....	1
Bear river.....	12	Parraboro'.....	6
Beaver harbour.....	8	Petit de gras.....	11
Blandford.....	6	Pictou.....	3
Bridgewater.....	10	Pope's harbour.....	11
Brule.....	5	Port Felix.....	7
Canning or Habitant river (6 dolphins).....	30	Port Hood.....	15
Canso and St. Andrews passage.....	17	Port Le Tour.....	9
Cape Negro or Northeast harbour.....	6	Port Medway.....	2
Cariboo.....	25	Port Morien.....	12
Chester.....	12	Port L'Hebert.....	18
Cheticamp.....	6	Pubnico.....	9
Chesetcook and Petpiswick.....	11	Pugwash.....	10
Christmas island and Barra strait.....	3	Prospect, Lower.....	2
Clarks Cove, West bay.....	17	Port Mouton.....	3
Clarks harbour.....	20	Port Bickerton.....	5
Cockerwit pass and Woods harbour.....	4	Queensport.....	3
Cooks cove, Toby cove.....	6	River John (stakes).....	3
Calf island bay.....	6	Roseway.....	5
Canning river.....	3	St. Anna.....	8
Crow harbour.....	27	St. Mary river.....	18
D'Escousse and Lennox passage.....	4	St. Peter's bay.....	16
Digby and Annapolis, 5 winter buoys.....	8	St. Peters inlet.....	10
Dover.....	8	Sambro.....	11
East Dover.....	8	Shag harbour.....	13
East bay, Bras d'Or.....	11	Sheet harbour.....	9
Fourchu harbour.....	8	Shelburne.....	25
Great Bras d'Or.....	1	Ship harbour.....	9
Gillis point, Boulacoeet.....	3	Ship rock.....	1
Guysborough.....	4	Shulee.....	8
Glace bay.....	14	Smith's island.....	1
Hay cove.....	4	Sydney.....	2
Harbour au Bouche (6 stakes).....	7	Shad bay.....	2
Ingonish, South bay.....	12	Sober island to Ecum Secum.....	21
Isaacs harbour.....	4	Tangier.....	4
Indian harbour.....	11	Tatamagouche, 46 stakes and.....	18
Jeddore.....	1	Terrence bay.....	3
Judique.....	6	Tor bay.....	19
Ketch harbour.....	6	Three fathom harbour.....	5
L'Ardoise.....	8	Tidnish.....	5
Lahave.....	10	Tuaket (two contracts), (3 spindles).....	30
Little Narrows.....	9	Upper Prospect.....	4
Little Dover.....	2	Wallace.....	15
Little Bras d'Or.....	3	West bay.....	3
Liverpool.....	6	West Dublin and Crooked channel.....	13
Lockeport.....	9	Westport.....	3
Lunenburg.....	16	Weymouth.....	13
" back cove.....	7	Whitehead.....	50
" middle south.....	4	Yarmouth.....	50
Louisburg.....	19	Maintained by agency—	
Liscombe.....	12	(whistling buoys).....	18
Mabou.....	6	(bell-buoys).....	29
Mahone bay and Chester.....	9	(conical and can-buoys).....	182
Main-à-Dieu.....	6	(gas-buoys).....	3
Margaree harbour.....	13	(combined gas and bell-buoys).....	2
Merigomish.....	10	(combined gas and whistling).....	12
Marie Joseph.....		(light vessels).....	2
Monseiller.....			

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## List of Buoys in the Waters of British Columbia.

Name of Buoy.	Position.	Description.
North bank.....	Hecate passage, Clayoquot sound.....	Black platform.
Vargas rock.....	Hecate passage, Clayoquot sound.....	Red platform.
Mears spit.....	Deception channel, Clayoquot sound.....	Black platform.
Stubbs spit.....	Off Stubbs spit, Clayoquot sound.....	Black platform.
Browning passage.....	West end of pass, Clayoquot sound.....	Red and black H. B. spar.
Browning passage.....	North shore bank, Clayoquot sound.....	Black spar.
Browning passage.....	Middle bank, Clayoquot sound.....	Red spar.
Hankin rock.....	Mosquito harbour, Clayoquot sound.....	Red and black H. B. platform.
Templar channel.....	Clayoquot sound.....	Black, steel can.
Amphitrite point.....	Barkley sound.....	Red steel whistle.
Sutton rock.....	Ucluelet harbour, Clayoquot sound.....	Red and black H. B. platform.
Swiftsure bank.....	Strait of Juan de Fuca.....	Light, whistle and bell.
Port San Juan.....	Off the harbour, Juan de Fuca.....	Red steel whistle.
Rosedale rock.....	Race rocks, Juan de Fuca.....	Red steel can.
Whale rock.....	Esquimalt harbour.....	Red and black H. B. spar.
Patterson rock.....	Esquimalt harbour.....	Black platform.
Canteen.....	Esquimalt harbour.....	Red platform.
Channel rock.....	Off Pelly islet, Victoria harbour.....	Black platform.
Songhies rock.....	Off Songhies point, Victoria harbour.....	Red spar.
Hospital rock.....	Off Marine hospital, Victoria harbour.....	Red platform.
Johnstone reef.....	Haro strait.....	Black steel can.
Darcy shoal.....	Off Darcy island, Victoria harbour.....	Black steel can.
Sidney spit (east).....	Off Sidney island, Victoria harbour.....	Black steel can.
Sidney spit (west).....	Off Sidney island, Victoria harbour.....	Red steel conical.
Sidney wharf (south).....	Shoal, Sidney wharf, Victoria island.....	Red spar.
Sidney wharf (north).....	Shoal, Sidney wharf, Victoria island.....	Red spar.
Sidney rock.....	Rock, Sidney wharf, Victoria island.....	Red platform.
Colbourne passage (south).....	Colbourne passage.....	Black platform.
Colbourne passage (north).....	Colbourne passage.....	Red platform.
Celia reef.....	Shute passage.....	Red steel conical.
Kelp rock.....	Satellite channel.....	Red steel conical.
Batt rock.....	Ganges harbour.....	Black steel can.
Horda rock.....	Ganges harbour.....	Black platform.
Bannohr rock.....	Trincomali channel.....	Red and black H. B. platform.
Governor rock.....	Trincomali channel.....	Black iron platform.
Victoria rock.....	Trincomali channel.....	Red and black H. B. steel can.
Virago rock.....	Porlier pass.....	Black spar.
Porlier pass fairway.....	Porlier pass.....	Black and white V. S., steel can cage on top.
Grappler reef.....	Houston channel.....	Black steel can.
Indian reef.....	Off Shoal islands, Stuart channel.....	Black steel can.
False reef.....	Off Preedy harbour, Stuart channel.....	Red and black H. B. steel can.
White rock.....	Trincomali channel.....	Red steel can.
Southeast.....	False narrows.....	Red spar.
Middle.....	False narrows.....	Red spar.
East.....	False narrows.....	Black spar.
West.....	False narrows.....	Black spar.
Rosenfeld reef.....	Strait of Georgia.....	Black steel can cage on top.
Gossip reef.....	Active pass.....	Black steel can.
Sandheads.....	Strait of Georgia.....	Red steel bell.
Sandheads.....	Channel across sandheads.....	Four black steel conical and eight red steel conical.
Point Grey fairway.....	Burrard inlet.....	Red steel can and bell.
Spanish bank.....	Burrard inlet.....	Red steel can and bell.
First Narrows.....	South side of Narrows.....	Red spar.
Burnaby shoal.....	Vancouver harbour.....	Red spar.
Reef point.....	Strait of Georgia.....	Red spar.
Welcome pass.....	Off Welcome point.....	Red spar.
Tattenham ledge.....	Welcome pass, north end.....	Black spar.
Snake island reef.....	Off Departure bay.....	Red steel conical.
Horsewall reef.....	Off Horsewall.....	Red steel conical.
Clarke rock.....	Close east of rock.....	Black platform.
Entrance.....	Nanaimo harbour.....	Black platform.
Gallows point.....	Nanaimo harbour.....	Red platform.
South channel.....	South end Nanaimo harbour.....	Black iron platform.
Middle bank.....	Nanaimo.....	Red platform.
South channel.....	Nanaimo.....	Black iron platform.
Satellite reef.....	Nanaimo.....	Red platform.
Middle bank.....	S.W. Shoulder Nanaimo.....	Red spar.
Middle bank.....	West Shoulder Nanaimo.....	Red spar.
Carpenter rock.....	Nanaimo harbour.....	Platform, black ball on pyramidal slat-work, white.
Mill stream.....	Nanaimo harbour.....	Black platform.
Passage rock.....	Protection island passage.....	Black platform.
Departure bay reef.....	Departure bay.....	Red platform.
Dorcas rock.....	Ballenas channel.....	Black spar.
Hornby wharf.....	West end of reef, Lambert channel.....	Black spar.
Reef, bluff No. 1.....	Baynes channel.....	Red steel conical triangle on top.
Reef, bluff No. 2.....	Baynes channel.....	Red steel conical.
Village point.....	Baynes channel.....	Red steel conical.
Kelp bar crossing.....	Kelp bar, Baynes sound.....	Red spar.
Kelp bar crossing.....	Kelp bar, Baynes sound.....	Red spar.
Fairway.....	Kelp bar, Strait of Georgia.....	Red steel structure on top supporting bell and gas light.

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List of Buoys in the Waters of British Columbia—*Continued.*

Name of Buoy.	Position.	Description.
Atrevida reef.....	Malaspina strait.....	Red spar.
North reef.....	North end Texada island, Malaspina st.	Black spar.
Cortes island.....	Passage.....	Red steel conical.
Whaleton rock.....	Off Whaleton bay, Sutil channel.....	Red spar.
Haddington reef.....	South extreme of reef, Broughton strait.	Red steel structure on top supporting bell and gas light.
Dall Patch.....	Seaforth channel on easterly end of shoal.	Black and red H. B. platform.
Vancouver rock.....	Millbank sound.....	Red steel whistle.
Hazel point.....	Off Hazel point, Smith island.....	Red spar.
Ellinor rock.....	Prince Rupert harbour entrance.....	Red steel gas light.
Kestrel rock.....	Prince Rupert harbour entrance.....	Black steel gas light.
Barrett ledge.....	Prince Rupert harbour entrance.....	Red steel gas light.
Spire reef.....	Prince Rupert harbour entrance.....	Black steel gas light.
Alford reef.....	Metlakatla harbour.....	Red steel gas light.
Tugwell reef.....	Metlakatla harbour.....	Black spar.
Harbour channel, west.....	Metlakatla harbour.....	Black platform.
Harbour channel, east.....	Metlakatla harbour.....	Black platform.
Hodgson reef.....	Chatham sound.....	Black steel can.
Sparrowhawk rock.....	Cunningham passage, Port Simpson.....	Black and red H. B. platform.
Hankin reefs.....	Cunningham passage, Port Simpson.....	Red platform.
Dodd passage.....	South extreme harbour reefs, Ft. Sim'n.	Black spar.
Harbour reefs.....	North extreme Port Simpson.....	Red steel conical.

## List of Spare Buoys in Stock, British Columbia Agency, 1907.

6 steel can buoys.	2 No. 8½ gas buoys.
3 conical buoys.	1 No. 8; gas and bell buoys.
3 wood 8ft. platforms.	1 No. 11. Lighted, whistling and bell.
1 wood 10ft. platform.	4 No. 9½; gas and whistling.

## BEACONS, British Columbia.

Somas river, three wooden dolphins.	West rocks, steel framework, gas-light.
Sooke harbour, four single piles.	Middle bank, Naniamo, dolphin, light.
Dyke point, Esquimalt, pyramid, wood.	Beacon rock, Nanaimo, masonry, ball.
Shoal point, Victoria, wooden dolphin; electric light.	Maple spit, Baynes Sd., dolphin, ball.
Middle rock, Victoria, wooden dolphin; electric light.	Base flat, Baynes Sd., single pile, ball.
Brothie ledge, steel and concrete cone, electric light and bell.	Union spit, Baynes Sd., single pile, ball.
Lewis rock, masonry, drum.	Grassy point, Baynes Sd., single pile, ball.
Zero rock, masonry, triangle.	Goose spit, Baynes Sd., pyramid, wood, triangle.
Kelp reef, masonry, gas light.	Shark Spit, dolphin, drum.
Sidney spit, pyramid, wood.	Channel rock, iron spindle, drum.
Canoe rock, masonry, drum.	Wharf reef, Whaleton bay, iron spindle, drum.
Shute rock, masonry, ball.	Gillard island, Yuculta rapids, steel framework, gas-light.
Enterprise rock, masonry, ball.	Maud island, Seymour narrows, steel framework, gas-light.
Atkins reef, masonry, ball.	Chatham point, masonry, steel framework, gas-light and bell.
Walker rock, masonry, wigham light.	Camp point, pyramid, wood.
Romulus rock, four wooden masts, slats.	Zero rock, Rivers inlet, steel framework, gas-light.
North reef, pyramid, wood, ball.	Fog rocks, steel framework, gas-light.
Escape reef, pyramid, wood, drum.	White point, triangular, wood.
Holland bank, dolphin, wood, drum.	Regatta reef, pyramid, wood, ball.
Twin islets, dolphin, wood, drum.	White stone, square, wood, drum.
Twin islets, dolphin, wood, cone.	Boat bluff, steel framework, gas-light.
Blackie spit, dolphin, wood, slats.	Klewnuggit, steel framework, gas-light.
Mud bay, thirty-nine single piles.	Watson rock, masonry, steel framework, gas-light.
Nicomeck'l river, six single piles.	Green Top island, steel framework, gas-light.
Gabriola reef, masonry, gas-light.	Prince Rupert, two range, steel framework, gas-lights.
Parthia shoal, two masts, drum.	Metlakatla, masonry, ball.
East, First narrows, dolphin, wood, inverted triangle.	Pointer rocks, steel framework, gas-light.
West, First narrows, dolphin, wood, drum.	
Gibsons landing, masonry, ball.	



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## APPENDIX No. 3.

## INVESTIGATIONS INTO WRECKS.

OTTAWA, CANADA, October 25, 1907.

To the Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report, upon the casualties and accidents, that have occurred upon the coasts of Canada, the River St. Lawrence, and the Great Lakes, during the past season of navigation. Investigations were held into the following casualties:—

*Cassandra-John Lambert* (averted collision).  
*Sovereign-Germaine* (collision);  
*Havana-Prescott* (collision);  
*Mary* (sunk at wharf);  
*Montrose* (stranding);  
*Prince George-Lowwood* (collision);  
*Rosalind-Senlac* (collision);  
*Wandrian* (collision).

In addition to these, there have been various casualties, in the Lime Kiln crossing, Detroit river, which after careful inquiry, have, in most cases, been turned over to the United States authorities, to be dealt with; and, at the present time, three of these cases are before the court in Detroit.

The evidence, and decisions, in each of the above named cases, are on file in the department.

The St. Lawrence route has been wonderfully clear of accidents during the past season; only one of importance has occurred, that is to say, the steamship *Montrose*, which went ashore on Red island reef.

The Shipping Casualties Act has lately been amended, and the following changes have been made:—

1. A wreck commissioner has been appointed to hold investigations in all parts of the Dominion.

2. An investigation may be held, when ordered by the minister, into any casualty, or into the conduct, or incompetency of any master, mate, pilot or engineer, when he considers it necessary.

3. Two permanent assessors have been appointed for the ports of Montreal and Quebec. Captain Archibald Reid, port warden of Montreal, for the port of Montreal, and Captain James Bain, who takes the place of Captain John Temple, lately deceased, for the port of Quebec. The term of the appointment of these officers is for three years, which may be lengthened, or shortened, at the minister's discretion.

A full statement of wrecks and casualties that have occurred in Canadian waters, and to Canadian sea-going vessels in other waters, will be found in the supplement to this report.

## LIME KILN CROSSING.

The Lime Kiln crossing is a short and narrow passage, nearly opposite Amherstburg, in the Detroit river; it is entirely in Canadian waters, although nearly all the dredging, improvements, &c., have been carried out by the United States government.

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The traffic through this crossing is enormous, the records showing some twenty-five thousand vessels passing through, in the course of a season, carrying nearly seventy million tons of freight. The whole breadth of the entire channel is only four hundred and fifty feet, that is to say, three hundred feet on the westerly side of the channel, with a depth of twenty-one feet; and one hundred and fifty feet on the easterly side of the channel, with a depth of nineteen and one-half feet. It will, therefore, be seen that it requires the greatest possible care and caution to avert collisions in this narrow channel, which, if they did occur, very possibly would tie up the greater part of the tonnage of the great lakes; it was, therefore, necessary to establish a patrol, and, as the crossing is entirely in Canadian waters, it was decided that a Canadian patrol boat should be commissioned, for this purpose; a set of rules and regulations were drawn up for the regulation of traffic in this crossing; and the patrol tug is on duty, day and night, with most satisfactory results, seeing the regulations carried out.

Attached is a copy of the regulations and instructions issued to the captain of the patrol boat.

The crossing at the Lime Kiln, being entirely in Canadian waters, it is the intention of the Canadian government to regulate the traffic in that locality, and the following regulations are to be carried out by the patrol boat, in addition to the regulations which have already been issued:—

1. All vessels bound down, to take the westerly channel of the Lime Kiln crossing.
2. All vessels bound up, to take the easterly channel of the Lime Kiln crossing.
3. In cases of confusion it is the duty of the patrol boat to instruct vessels in the order in which they will pass the crossing, bound either up or down.

A report is sent every day to the department from the officer in charge of the patrol boat, reporting what vessels have passed up or down; their names and nationality; and, in the event of any master disobeying the regulations, if it is a United States vessel, the matter is reported to the United States authorities in Detroit, to take action in the case; and, if a Canadian vessel, action is taken by this department. The patrol boat will remain on duty till the closing of navigation.

I am, sir,

Your obedient servant,

O. G. V. SPAIN,  
*Wreck Commissioner.*

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## APPENDIX No. 4.

ANNUAL REPORT OF THE OFFICER COMMANDING MARINE  
STEAMERS, &c., OF CANADA.

To the Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a report on the several services under my superintendence. These services embrace the following branches at headquarters:—

Dominion Steamers,  
Dominion Cruisers,  
Pilotage,

Investigations into Wrecks,  
Fisheries Intelligence Bureau.

Separate report on investigations into wrecks will be found herein, and the reports on the work of Dominion cruisers, and Fisheries, on Intelligence Bureau, will be found in the Fisheries report.

I have much pleasure in testifying to the good work done by captains and officers of the various vessels under my command during the past year.

The following vessels comprise the Dominion steamer fleet. These vessels are employed, nearly exclusively, in lighthouse and buoy work:—

<i>Lansdowne,</i>	<i>Gulnare,</i>	<i>Shamrock,</i>
<i>Aberdeen,</i>	<i>Minto,</i>	<i>Scout,</i>
<i>Druid,</i>	<i>Stanley,</i>	<i>Reserve,</i>
<i>Brant,</i>	<i>Maisonneuve,</i>	<i>Champlain,</i>
<i>Quadra,</i>	<i>Frontenac</i>	<i>Montcalm.</i>
<i>Lady Laurier,</i>		

The steamers *Minto* and *Stanley* keep up communication between Prince Edward Island and the mainland during the winter.

The *Gulnare* is employed in the tidal survey work, and a synopsis by Doctor W. Bell Dawson, of the work done by her, will be found in the chief engineer's report.

The *La Canadienne* was employed at survey work in the River St. Lawrence, under the Hydrographer, during the season of 1906.

The *Maisonneuve* is principally employed in patrolling the channel between Kingston and Quebec for the purpose of ascertaining if the buoys, &c., are in position.

The *Bayfield* is employed, under Mr. J. W. Stewart, officer in charge of the hydrographic surveys, in Lake Superior. A full report of his work will be found elsewhere.

The *Frontenac* is a powerful tug, employed in the St. Lawrence ship channel, under the direction of Mr. Cowie.

The *Shamrock* is employed under Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal, in the buoy service between Montreal and Quebec.

The *Scout* and *Reserve* are two vessels employed under the commissioner of lights, in the lighthouse and buoy service between Montreal and Kingston.

The cruiser fleet consists of the following ships, and a report of the work done by each will be found in the Fisheries report:—

<i>Petrel,</i>	<i>Osprey,</i>	<i>Falcon,</i>
<i>Canada,</i>	<i>Curlew,</i>	<i>Kestrel,</i>
<i>Princess,</i>	<i>Constance,</i>	<i>Vigilant.</i>

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The following are the dimensions, speed, armament, &c., of the different vessels controlled by this department:—

‘MINTO.’

The *Minto* is an iron steamer 225 feet long, 32 ft. 6 in. beam, and 20 ft. 6 in. depth, with a gross tonnage of 1,099 tons, indicated horse power 2,900. She is commanded by Captain A. Finlayson, and, as before stated, she is principally employed in keeping winter navigation open between Prince Edward Island and the mainland, but during the past season she has been actively employed in assisting in the erection of different Marconi stations in the Gulf and River St. Lawrence, and also in testing the capabilities of these stations in regard to the distance communication can be carried on. This vessel is fitted with Marconi apparatus.

‘LANSDOWNE.’

The *Lansdowne* is a wooden steamer, commanded by Captain Bissett, employed in lighthouse and buoy work in the Bay of Fundy. She recently had new boilers fitted and she is now ready for a considerable period of further service. She is 188 feet long, 32 feet wide, 15 feet deep, with a gross tonnage of 680 tons.

‘GULNARE.’

This vessel is commanded by Captain T. Taylor, and is employed entirely on survey work. Her dimensions are as follows:—

Steel vessel 137 ft. long, 20 ft. 5 in. broad, and 13 ft. 6 in. depth; gross tonnage, 262 tons.

‘MAISONNEUVE.’

The *Maisonneuve* is a screw steamer 75 ft. 7 in. long, 9 ft. 7 in. broad, and depth of hold 7 ft. 3 in., with a gross tonnage of 26 tons.

‘ABERDEEN.’

This vessel is employed in lighthouse and buoy work in the Halifax agency. She is an iron screw steamer 180 ft. long, 31 ft. broad and 16 ft. deep, with a tonnage of 674 gross. She has been fitted with Thornycroft-Marshall water-tube boilers, which have given every satisfaction.

‘PETREL.’

This vessel is a steel screw cruiser 116 ft. long, 22 ft. beam and 10 ft. 3 in. depth, with a gross tonnage of 192 tons. She has done most excellent work in Lake Erie, looking after United States fishermen, but for the last few seasons she has been found too slow to cope with the American steam tugs which are used for fishing purposes on the upper lakes. It was therefore decided to replace her with a very much larger and faster ship, and send the *Petrel* to the Atlantic coast where steam fishing vessels are not in use, and she will only have to cope with sailing schooners. She is commanded by Captain Kent.

‘STANLEY.’

The *Stanley* is an iron screw steamer 207 ft. long, 21 ft. beam, and depth of hold 19 ft., with a gross tonnage of 914 tons. This vessel, when her winter service was finished, early this spring, was sent to Scotland, to be generally overhauled; she has been fitted with new boilers, and thoroughly strengthened and put in order, in every way, to withstand the work she has to perform, in endeavouring to keep open communication between Prince Edward Island and the mainland. She will leave Scotland on November 16, and ought to arrive in this country about the end of that month. There is no

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doubt that this vessel will now be in a position to carry out the winter service in a satisfactory manner.

## ‘LADY GREY.’

The *Lady Grey* is a twin screw steamer, which was built for the department, last year, by Vickers, Sons and Maxim, of England; she has performed excellent work, in regard to the St. Lawrence ship channel, and is under the control of Mr. Cowie, the superintending engineer.

## ‘OSPREY.’

This is a sailing schooner, employed in the Fisheries Protection Service on the Atlantic coast. She is 127 ft. long, and was built in Shelburne, Nova Scotia, and for some years was the fastest sailing schooner on the Atlantic coast. She is still very fast but there is no doubt that some of the United States fishing schooners are as good as she is now. She was commanded during the season by Acting Captain Graham.

## ‘DRUID.’

The *Druid* is a lighthouse and buoy ship employed in the Quebec agency. She is a twin screw steamer 160 ft. long, breadth 30 ft., depth of hold 12 ft. 5 in., with a tonnage of 503 tons, and is fitted with triple expansion engines. She was built by Messrs. Fleming & Ferguson, Paisley, Scotland, in 1903, and is commanded by Captain Koenig.

## ‘BRANT.’

The *Brant* is employed in the lighthouse and buoy service in Prince Edward Island. This is a wooden steamer 100 ft. long over all, 19 ft. broad and 8 ft. deep. This vessel is also employed in the fisheries protection service when necessity arises. She is commanded by Captain McKinnon.

## ‘QUADRA.’

This vessel is employed in lighthouse and buoy service in British Columbia. She is an iron steamer 174 ft. long, 31 ft. beam, and a depth of 13 ft. 6 in., with a gross tonnage of 573 tons. She is commanded by Captain Hackett. This vessel, though doing good work on the Pacific, is not large enough or fast enough for the large number of extra aids to navigation which it is considered necessary to place on this coast, and I would recommend that a vessel more suitable for the work which has to be performed, should be built as soon as possible.

## ‘PRINCESS.’

The steamer *Princess* was purchased during last season, has taken the place of *La Canadienne*, and does exactly the same patrol work, under the command of Commander Wakeham. The *Princess* is a steel screw steamer, built in 1896 at Grangemouth, in England; she is 165 ft. long, 26 ft. beam, and her depth of hold is 17·7 ft.; her gross tonnage is 542, and she was purchased from the Charlottetown Steam Navigation Company. *La Canadienne* was handed over to the hydrographic survey for survey work in the lower St. Lawrence.

## ‘SHAMROCK.’

This vessel is employed in the buoy service between Montreal and Quebec. She is a steam barge 117 ft. long, 25 ft. beam, and 9 ft. 7 in. deep, with a gross tonnage of 237 tons. She is under the control of Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal.

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## 'CURLEW.'

This is a twin screw iron steamer 116 ft. long, 19 ft. 8 in. wide, and 11 ft. 3 in. deep; gross tonnage, 158 tons. She is employed in fisheries work in the Bay of Fundy and western coasts of Nova Scotia, and is under the command of Acting Captain P. Robinson. She also assists in marine work when necessary.

## 'CONSTANCE.'

The *Constance* is a sister ship of the *Curlew* and is employed in revenue work in the River St. Lawrence and Atlantic coast. She is controlled entirely in regard to her movements by the Customs Department, but is managed, in reference to expenditure, crew, &c., by this department. She is commanded by Captain May.

## 'LADY LAURIER.'

The *Lady Laurier* is a twin screw steel steamer, commanded by Captain Johnston. She is 214 ft. 9 in. long, 34 ft. 2 in. broad with a depth of 17 ft. 2 in., tonnage gross 1,051. She is employed in the lighthouse and buoy service on the Atlantic coast and is attached to the Nova Scotia Agency. She was built in 1902 to take the place of the late steamer *Newfield*. She is a very powerful and staunch steamer eminently fitted for the work she has to perform.—*Fitted with Marconi apparatus.*

## 'SCOUT' AND 'RESERVE.'

Are two steamers used in connection with the buoy service between Montreal and Kingston. The *Reserve* is used for sweeping the river and is also used for towing scows employed for the purposes of placing buoys in position. The *Scout* is furnished with electric light and a powerful searchlight. Her dimensions are 103 ft. 6 in. long, 25 ft. 6 in. beam, depth 9 ft. 2 in., gross tonnage 175.

## 'FALCON.'

The *Falcon* is a small steamer employed in the protection of the fisheries in British Columbia waters. She is 70 ft. 7 in. long, breadth, 17 ft. 8 in., depth, 7 ft. 4 in., with a gross tonnage of 71 tons. An account of her work will be found in Inspector Williams' report, in the fisheries part of the departmental report.

## 'KESTREL.'

The *Kestrel* is also employed in the protection of the fisheries in British Columbia waters. This vessel is 126 ft. long, beam, 12 ft. 2 in. depth, with a gross tonnage of 311 tons. She is a wooden vessel and commanded by Captain Newcomb. The conditions are so changed since this vessel was built, that she is now too slow, and it is recommended that a much faster and larger vessel be built.

## 'CANADA.'

In reference to the five new steamers, the *Canada* is a twin screw small third-class cruiser with a speed of 21½ miles an hour. She was built by Vickers, Sons & Maxim, at Barrow in Furness, England, is armed with four 1½ pounder quick firing automatic mark 3, 1904 guns; two forward and two aft. Electrically lighted throughout and fitted with a very powerful searchlight. She arrived from England September, 1905, and has proved a very great success in the work for which she was designed to perform. It is the intention, that this vessel should make a cruise of the West Indies during the winter. She carries a crew of 75 officers and men all told, and is fitted with the Marconi apparatus. Her dimensions are as follows:—200 ft. long, 25 ft. beam and 10 ft. 6 in. draft of water, with a gross tonnage of 850 tons. She is com-

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manded by Captain Knowlton, and a number of the officers and crew have been through a course of instruction and received first-class certificates in gunnery. This vessel is also armed in the way of small arms, with the new pattern Ross rifle, and the New Service D.A. Colt's revolvers. It was intended that this vessel should form the nucleus of the proposed Canadian Naval Militia.

## 'VIGILANT.'

The *Vigilant* is a steel twin screw, small third-class cruiser, built by the Polson Iron Works, Toronto. This vessel on her steam trial made a speed of 21½ miles an hour. She is 175 ft. long, 22 ft. beam, and draws 10 ft. of water. She is electrically lighted throughout and fitted with a powerful searchlight. She carries the same guns and the same small arms as the *Canada*, and is used for the protection of the fisheries on the great lakes in place of the *Petrel*. She is commanded by Captain Dunn. This vessel is the first of her class ever built in Canada, and is a credit in every way to the Polson firm of Toronto. She carries a crew of officers and men all told, of 53.

## 'MONTCALM.'

Is a screw steel ice-breaker, length over 252 ft., breadth outside 40·65 ft., depth bottom of keel to top of deck 19·05 ft., displacement 2,130 tons, two sets of triple expansion engines, speed 13½ knots, with 4 Babcock & Wilson water tube boilers, gross tonnage, 1,432 tons, indicated horse-power 3,600, built by Messrs. Fleming & Ferguson, Paisley, Scotland. She is commanded by Captain Belanger and fitted with *Marconi Apparatus*.

## 'CHAMPLAIN.'

Is a single screw steel steamer. Length over all 132 ft., breadth outside 30 ft. 3 in., depth from top of deck to bottom of keel 11 ft. 3 in., displacement 550 tons, indicated horse-power 850, her speed at trial 10½ knots, she is fitted with one simple compound, surface condensing engine, and one multitubular Scotch boiler. She is commanded by Captain McGough.

## 'ARCTIC.'

This vessel left, again, for the northern waters of Canada, in July, 1906, and returned to Quebec about the middle of October, this year; a full report of the work she has performed will be submitted by Captain Bernier, as soon as possible.

In addition to all the above-named vessels, there are four steam patrol launches, used on the Atlantic coast, for the protection of the fisheries: one on the Pacific, and one on Lake Winnipeg, and two on the River St. Lawrence and Ottawa river, in connection with aids to navigation. The officers and crews of government vessels number approximately eleven hundred, all told.

## HALIFAX DOCK YARD.

Since my last report, the Naval Dock Yard, at Halifax, has been entirely taken over by the Department of Marine and Fisheries: the whole of the departmental staff, in Nova Scotia, are now installed in the Dock Yard; the heads of the department, in Halifax, are provided with dwellings in the yard. Most of the government ships in the maritime provinces are laid up, when necessary, during the winter, alongside the wharfs, in the yard, and all repairs that are possible to carry out, are performed by the employees of the department at that place.

I have the honour to be, sir

Your obedient servant,

O. G. V. SPAIN,

Commander Marine Service of Canada.





MARINE AND FISHERIES, CANADA

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REPORT

ON THE

RIVER ST. LAWRENCE SHIP CHANNEL

FROM

MONTREAL TO QUEBEC AND FATHER POINT

---

F. W. COWIE, B.A., Sc., M. CAN. SOC. C.E.,  
*Superintending Engineer.*



**APPENDIX No. 5.****RIVER ST. LAWRENCE SHIP CHANNEL.**

I have the honour to present the following annual report on the operations for the improvement of the River St. Lawrence ship channel during the nine months ended March 31, 1907.

The announcement in the last report of the completion of the thirty foot channel from Montreal to Batiscan, which by taking advantage of the tides, gives a depth for navigation from Montreal to the sea of 30 feet at the lowest stages of river level; gave very great satisfaction to those interested in the St. Lawrence route.

While every effort has been made to urge forward the work, it is necessary to take very great care to so arrange the operations that navigation is not interrupted, or dredge vessels put in more than the usual danger.

As the last annual report, for the fiscal year ended June 30, 1906, contained complete general information up to the close of the season of 1906, it being of great importance for the immediate use of navigation interests, the greater part of this information is not repeated in this report, in which, however, will be found the usual description, quantities and cost, of the dredging work.

The commencement of dredging operations for the improvement of the ship channel below Quebec marks a new step in the history of this great work for the extension of navigation.

The success of the operations for the improvement of the ship channel, is due in a very large measure, to the skill and energy of the staff in charge, and also to the untiring and careful work of the various captains, engineers, and crews of the different vessels.

I have the honour to be, sir,

Yours obediently,

F. W. COWIE,

*Superintending Engineer.*

Lieut.-Col. F. GOURDEAU,

Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

**INTRODUCTION.**

The ship channel of the River St. Lawrence, between Montreal and Father Point, has a total length of about 340 statute miles.

Navigation throughout this distance is under the control of the Montreal and Quebec pilots.

The contracted part of the river, which may properly be called ship channel, extends to the Traverse, to which point, from Montreal, the distance is 220 miles.

The length of the channel actually requiring improvement, by dredging, from Montreal to the Traverse, is about 70 miles. The length of the thirty-foot channel actually completed, at the close of the fiscal year, is 56 miles; leaving 14 miles yet remaining to be dredged, in order to give a clear depth of 30 feet at low tides during the lowest stage of the river level.

From Montreal to Batiscan, the tide is not available for navigation, and in order to enable vessels to load to full depth, the dredging of this part of the river was first undertaken.

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At the close of the season of 1906 we were able to announce the completion of the channel to a depth of 30 feet at the extreme low water of 1897, between the points above mentioned, viz.: Montreal and Batiscan. As the E.L.W. of 1897 was 6 inches lower than the level reached last season, the minimum depth found in the thirty-foot channel, in 1906, was 30 feet 6 inches.

The completed channel has a minimum width, in the straight portions, of 450 feet, and on the curves from 500 to 750 feet. The widening has all been completed, except for a distance of 12.30 miles in the straight portions of Lake St. Peter.

As the dredging is completed the channel is swept and therefore, with the above announcement, an available depth of 30 feet exists from the sea to Montreal, advantage to be taken of the tide up to Batiscan.

The dredging plant will now be concentrated on the work of obtaining a greater width in Lake St. Peter and the tidal parts of the river, as well as the full depth of 30 feet at low tide. About an equal quantity of work requires to be done below Quebec and above Quebec.

In the last annual report the details of the organization for the channel improvements below Quebec, will be found, giving details of the purchase of a suction hopper dredge, as well as the actual commencement of dredging operations.

The launch of the new hydraulic hopper dredge, being built at the government works at Sorel, on December 1, 1906, was also reported.

An appropriation for the construction of a special spoon dredge for Cap à la Roche, having been made by parliament, plans were ordered, and this vessel is to be built at the government works at Sorel.

Attention is again called to the construction in England and the bringing to the St. Lawrence of a powerful and well-equipped ice-breaking, surveying and sweeping tug.

It is probable that no other action on the part of the government, in the way of making navigation safer, could contribute more to amelioration in the excessive insurance rates which have been so detrimental to the St. Lawrence route.

On her first trip after being put into commission, while on an inspection and consultation trip with the minister, the officers of the department, the Shipping Federation of Canada, the presidents of the Boards of Trade of Montreal and Quebec on board, this vessel relieved from a very dangerous position at Cap à la Roche a steamer, which, with its large cargo, was estimated to have a value of \$1,000,000.

By its timely aid the vessel was floated before any serious damage had been done to the ship's bottom, and the Donaldson liner *Athenia* was able to proceed on her voyage to Glasgow without more delay than a few hours, and apparently without injury.

This annual inspection of the ship channel took place in November, 1906, and a thorough examination was made of the river between Montreal and Crane island.

Three days were occupied in observing the work, discussing the merits of the proposed plans, and considering the various recommendations.

Resolutions of approval of the departmental programme have since been received, together with the thanks of these important corporations for having been afforded the opportunity of actually observing the conditions, and placing their recommendations before the department.

In view of the success of the work, and the record of navigation, recognition is again made of the services of the officers of the staff, especially Mr. G. J. Desbarats, director of the shipyard at Sorel, who has the direction of the construction and repairs to the plant; Mr. V. W. Forneret, C.E., who has general local charge of the dredges, and Mr. N. B. McLean, C.E., who conducted the sweeping operations, together with the other members of the staff, as well as the captains and engineers of the dredging plant.

The thirty-foot project was adopted in 1899; in that year with two new dredges, in 1900 with four, in 1901 with five, and from 1902 with seven dredges, the work has been carried on with great vigour.

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The completion of nearly 40,000,000 cubic yards of excavation in ten years was the best estimate given. It is expected that this will be realized, and at the exceedingly low cost, including plant, of less than \$5,000,000.

The total cost from 1851 to the end of the fiscal year, of the ship channel, plant, shops, surveys, &c., is as follows :—

Dredging. . . . .	\$ 6,232,647 81
Plant, shops, surveys, &c. . . . .	3,112,473 63
	<u>\$ 9,345,121 44</u>

*Before the close of navigation, in November, 1906, the thirty-foot depth was completed from Montreal to Batiscan, from which point to the sea, the same depth, or more, can be carried, by waiting for the tide.*

The water in the St. Lawrence, like all North Atlantic rivers, owing to the lack of rainfall, reached a very low stage during the last four months of the season of 1906.

The dredging operations do not, either theoretically or practically, lower the level of the water in the river. No material is removed; it is merely taken from one place and deposited opposite. As long as the water supply remains the same we can rely on the same river level.

*The interests of the harbour of Montreal and the navigation of the St. Lawrence must, however, be jealously guarded against any interference with the natural conditions, which will in the least degree diminish the natural flow, during the season of low water.*

*On the opening of the season of navigation of 1907 the gauge at Sorel will be changed and an additional draught of nearly 4 feet given.*

*Compared with the lowest stage of water in 1906, the depth will be increased from 26 feet 10 inches to 30 feet 6 inches.*

This cannot fail to be of very great importance to the commercial interests of the St. Lawrence.

## COST OF SHIP CHANNEL TO DATE.

TABLE showing the Total Cost of the Dredging and Plant, and the Quantities dredged to March 31, 1907.

	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
<i>Montreal Harbour Commissioners, 1851 to 1888.</i>	\$ cts.	\$ cts.	Cu. yds.
Dredging, Montreal to Cap à la Roche, to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec, to 27½ feet at half tide.....	3,402,494 35	534,809 65	19,865,693
<i>Department of Public Works.</i>			
Dredging, consisting of widening and cleaning up of channel, deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière and Ste. Croix, 1889 to June 30, 1899.....	829,583 08	486,971 79	3,558,733
Project of 1899—Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet and straightening—			
Fiscal year 1899-1900.....	100,191 01	265,270 78	1,107,894
" 1900-1901.....	136,680 83	287,040 04	2,479,385
" 1901-1902.....	185,429 80	479,731 47	3,098,350
" 1902-1903.....	255,776 55	277,703 50	6,544,605
" 1903-1904.....	276,958 59	308,765 44	4,619,260
<i>Department of Marine and Fisheries.</i>			
Fiscal year 1904-1905.....	311,087 93	266,460 33	2,716,220
" 1905-1906.....	431,768 30	125,107 37	4,047,530
" 1906-1907 (July 1, 1906, to March 31, 1907) ..	302,677 37	80,613 26	3,001,010
	<u>6,232,647 81</u>	<u>3,112,473 63</u>	<u>51,038,680</u>

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The average depth in the Ship Channel, available for navigation, with the greatest and the least depths in each year, from May to November, since 1890, is given in the following table:—

Year.	AVERAGE DEPTH FOR EACH MONTH.												FROM SOREL GAUGE DURING EACH YEAR, MAY TO NOVEMBER.					
	May.		June.		July.		August.		Sept.		Oct.		Nov.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1890.....	35	6	35	3	31	9	30	6	30	9	29	9	30	6	37	0	29	0
1891.....	34	6	31	3	29	9	29	9	30	0	28	3	28	3	36	9	27	3
1892.....	31	0	31	9	31	6	30	6	28	9	28	3	28	3	33	6	27	3
1893.....	36	0	34	3	30	9	29	9	29	6	28	6	28	0	37	6	27	6
1894.....	34	6	31	9	31	0	29	2	28	3	28	9	29	0	36	0	27	7
1895.....	33	3	31	3	28	3	28	3	27	6	26	9	26	9	34	6	25	10
1896.....	33	6	30	6	28	9	28	0	27	6	27	9	29	0	37	0	27	4
1897.....	35	6	32	6	30	3	29	3	28	0	27	0	27	6	37	0	26	5
1898.....	31	6	30	9	29	8	28	6	28	2	28	3	28	6	32	1	26	9
1899.....	36	2	31	9	30	3	28	6	27	6	28	0	27	9	37	9	26	9
1900.....	33	6	30	9	30	6	29	6	28	1	28	9	29	2	35	9	27	4
1901.....	34	3	31	10	29	2	28	3	27	7	27	4	27	3	36	3	26	6
1902.....	32	2	32	2	32	2	29	4	28	1	28	1	29	0	34	1	27	6
1903.....	33	0	30	11	30	5	29	5	28	4	29	0	27	11	32	8	26	11
1904.....	36	3	34	5	30	9	29	5	29	5	30	4	29	3	37	4	28	1
1905.....	31	10	30	8	29	7	29	0	28	0	28	5	28	1	33	6	27	1
1906.....	32	4	31	5	29	3	27	11	27	3	27	4	27	6	33	3	26	9

## DREDGES.

*Laval (No. 1).*—At the commencement of the fiscal year, July 1, 1906, the *Laval* was working at Longueuil, and after finishing her cut, the dredge cleaned up some lumps found by testing, and completed everything there on August 9, when she was taken to Sorel to have some repairs done and have her buckets and teeth put in good order.

On August 16, she was taken down to Batiscan and laid out to work at the lower end of the Traverse to deepen and widen the channel, the material being clay and stones.

The *Laval* worked at Batiscan Traverse until November 20, when she was taken up to Sorel to go into winter quarters.

In a total number of 121 days during which this dredge was at work, her machinery was in actual operation 63 per cent of the full working time.

The total number of cubic yards dredged amounted to 161,550, at a cost of \$38,596.98, or 23<sup>89</sup>/<sub>100</sub> cents per cubic yard.

*Laurier (No. 2).*—At the commencement of the fiscal year, July 1, 1906, the dredge *Laurier* was working at Batture Perron, straightening, deepening, and widening the channel there, the material consisting of clay, sand, and stones.

After completing her cut on July 11, she was laid out to work on Batiscan Curve, widening and deepening, the dredged material being clay and stones. After completing her work there, the *Laurier* was taken up to Sorel to have some repairs done to her buckets. After being repaired, she was taken down to Champlain and laid out on October 12, to clean up some lumps found by testing.

Having cleaned up the lumps, the *Laurier* was taken up on November 7, to work on the channel between Sorel and Ile de Grace, where she remained until taken into winter quarters.

The number of days during which this dredge was in operation was 121, and the percentage of time of actual work, 60.

The total number of cubic yards removed, amounted to 130,300, at a cost of \$32,199.71, or 24<sup>71</sup>/<sub>100</sub> cents per cubic yard.

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*Lady Aberdeen* (No. 3).—From the commencement of the fiscal year July 1, 1906, to August 28, the *Lady Aberdeen* worked at Champlain Curve, deepening and widening, the material being very hard clay, sand and stones. The dredge was then laid out to work at the upper end of Batiscan Traverse, to deepen and widen the channel, the dredged material consisting of clay and stones.

The dredge worked at Batiscan Traverse until November 13, and was then laid out a little higher up on Batiscan Curve, widening and deepening it, the material being clay and stones.

On November 23, the *Lady Aberdeen* was taken up to Sorel to go into winter quarters.

The working time of the *Lady Aberdeen* was 124 days, the dredge being in actual operation 67 per cent of the full working time.

The total number of cubic yards removed amounted to 256,900, at a total cost of \$32,059.41, or  $12\frac{47}{100}$  cents per cubic yard.

*Lady Minto* (No. 4).—On July 1, 1906, this dredge was working at Batiscan Traverse, deepening and widening the channel, the material consisting of clay and stones. The *Lady Minto* continued working there until taken into winter quarters on November 20.

In a total of 121 days during which this dredge was at work, her machinery was in actual operation 75 per cent of the full working time.

The total quantity dredged amounted to 412,400 cubic yards, at a cost of \$33,463.27 or  $8\frac{11}{100}$  cents per cubic yard.

*Lafontaine* (No. 5).—At the commencement of the fiscal year July 1, 1906, the *Lafontaine* was still working at Longueuil, the material being exceedingly hard to dredge, consisting of hard-pan, clay, stones and some shale rock. The cut was finished on July 10, and this dredge was then taken down to Sorel to get a good overhauling and have a set of new teeth put on the buckets. The repairs being completed, the dredge was taken down on July 20, to begin the work of widening and deepening the Cap à la Roche channel, the material being shale rock. Work was continued there until the vessel had to be taken into winter quarters on November 21.

The number of days during which this dredge was in operation was 121, and the percentage of time of actual work, 67.

The total number of cubic yards removed amounted to 161,400, at a cost of \$42,159.23, or  $26\frac{1}{100}$  cents per cubic yard.

*Baldwin* (No. 6).—From July 1, 1906, to July 11, the *Baldwin* worked at widening, deepening and straightening the channel between Sorel and Ile de Grace. On July 10 she was taken down to Batiscan, and laid out to work on Batiscan Curve to widen and deepen the channel, the material consisting of clay and stones. This dredge continued working there until she finished her cut on November 8. The *Baldwin* was then taken up to work at the head of Lake St. Peter, to widen, deepen and straighten the channel between Ile au Raisin Traverse and Stone Island, the dredged material being soft clay.

This dredge worked there until November 28, when she was taken into winter quarters. The number of days during which the *Baldwin* was in operation was 127, and the percentage of time at actual work, 67.

During this period she removed 519,900 cubic yards, at a total cost of \$37,664.95 or  $7\frac{2}{100}$  cents per cubic yard.

*J. Israel Tarte* (No. 7).—At the commencement of the fiscal year, July 1, 1906, the *Tarte* was still at Sorel having extensive repairs done to her boilers. She had been brought in on June 20. When these repairs were completed on July 5, the dredge was taken back to where she had left off on Lake St. Peter. The *Tarte* continued working on the channel between curve No. 3, Pointe du Lac, and White Buoy Curve, deepening the old channel only, as it was decided to do the widening after the 30-foot channel through the lake was completed. Notwithstanding the loss of time owing to repairs

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required to the boilers, and also by stormy weather, the dredge completed the thirty-foot channel through Lake St. Peter, on November 14, 1906.

It was then decided, owing to the boilers leaking badly, and to the loss of time through bad weather, on account of the season being far advanced, that it would be better to take the *Tarte* into winter quarters.

In the 105 days, the dredge was in actual operation, 54 per cent of the full working time. The total number of cubic yards removed amounted to 1,358,560 at a cost of \$86,533.82, or 6 $\frac{3}{4}$ %<sub>100</sub> cents per cubic yard.

The total number of cubic yards dredged by the fleet between Montreal and Quebec during the fiscal year from July 1, 1906, to March 31, 1907, amounted to 3,001,010, at a cost of \$302,677.87, or an average of 10 $\frac{1}{4}$ %<sub>100</sub> cents per cubic yard.

#### RIVER ST. LAWRENCE SHIP CHANNEL BELOW QUEBEC.

*Suction Dredge 'Galveston.'*—On July 1, 1906, the commencement of the fiscal year, the dredge *Galveston* arrived at Quebec from New Orleans under her own steam, having been twenty-nine days on the voyage. She continued on up to Sorel to be thoroughly overhauled and fitted out, additional quarters for the crew being also provided. The organization of the crew was immediately proceeded with, and when completed, the *Galveston* left Sorel to begin work at Beaujeu channel, Crane island, on August 11, 1906.

The dredge stopped at Quebec on her way down, and started for Crane island on August 13, where she was set to work deepening and straightening the Beaujeu channel. The material consisted of coarse sand and gravel, with some layers of soft blue clay.

On August 22 the *Galveston* went into dry dock at Lévis, to have her hopper doors repaired and made tight, as some of the sand ran out. The repairs were completed on September 3, when the dredge returned to Crane island and continued her work.

On October 7, the *Galveston* was caught in a very severe gale, and for a time ran a great risk of being wrecked. The ten-ton suction pipe and derrick broke loose from their lashings, and had to be let go to save the ship. The pipe was raised in a couple of days, but the derrick could not be located for some time owing to a succession of gales. Everything was, however, recovered and the dredge went up to Quebec to have the necessary repairs made.

On October 29, everything was in order again, and the *Galveston* returned to Crane island and resumed work, continuing until November 9, when she stopped for the season.

She then went up to Quebec and was prepared for the voyage to St. John, N.B., where she was ordered, in order to remove some silt which had filled up the Intercolonial Railway berths.

The *Galveston* left Quebec for St. John, N.B., on November 17, 1906. Stoppages were made at Gaspé, Canso, Isaac's harbour, Liscomb, Halifax, Shelburne and Bon Portage, the dredge finally arriving at St. John, N.B., on November 29. Work was commenced on the following day, the material being soft mud on top. The bottom consisted of very hard clay, debris and stones.

On December 24 the turbines broke down, which necessitated the dredge being put into dry dock, and as no dock was available, it was decided to lay her up at St. John for the winter, where she remained until after the end of the fiscal year, March 31.

During the winter, extensive repairs were made and the dredge thoroughly overhauled.

The general dimensions and particulars of the *Galveston*, a steel, twin-screw, suction, hopper dredge, are as follows.—

Length, 233 feet; breadth, 39 feet; depth, 15 feet 5 inches.

Draught when laden with 1,800 tons, 14 feet 9 inches aft, 13 feet 1 inch forward.

Dredges to 55 feet and raises 1,350 cubic yards in 45 minutes.

Hopper capacity, about 1,400 cubic yards.



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Built in 1904.

Engines 2 triple expansion, about 600 I.H.P. each.

Cylinders, 15½ inches, 24 inches and 37½ inches diameter. Stroke, 17½ inches.

Two boilers. Two suction pumps, Dutch type, 8 feet 6 inches outside diameter.

Speed, loaded, 9 miles.

Electric light. Ample crew accommodation.

Arranged for pumping material ashore at a distance of 1,500 to 1,600 feet.

The following tables show in a concise form the progress to date, the details of the operations of the different dredges, the classification of the expenditure, the cost per yard in each locality and the expenditure at Sorel in connection with new plant and the shipyard generally:—

## RIVER ST. LAWRENCE SHIP CHANNEL.

ABSTRACT of work of Dredging Fleet during the fiscal year ended March 31, 1907.

Dredge.	Locality of Dredging.	Time of Service.	Nominal Working Time, 24 hours per day.	Hours Actual Dredging.	Number of Scows Filled.	Number of Cubic Yards Dredged (Scow Measurement).	Depth of Dredging at Low Water.	Width.	Character of Soil.	Remarks.
		Days.	Hours.				Ft. In.	Feet.		
No. 1 ( <i>Laval</i> ).....	Longueuil.....	33	732	534½	83	14,750	30 0	500 to 750	Hardpan, clay, stones and some shale.	Capt. R. Matte.
	Batiscan Traverse.....	88	1,932	1,139	878	146,800	30 0	450	Clay and stones.....	
		121	2,664	1,673½	961	161,550				
No. 2 ( <i>Laurier</i> ).....	Batture Perron.....	8	180	141½	92	20,950	30 0	450	Clay, sand and stones.....	Capt. C. Gendron.
	Batiscan Curve.....	76	1,668	956½	404½	80,850	30 0		Clay and stones.....	
	Champlain.....	24	528	350	62½	12,500	30 0		Clay, sand and stones.....	
	Ste. Anne de Sorel.....	13	288	142	80	16,000	30 0		Soft clay and stone.....	
		121	2,664	1,590	638½	130,300				
No. 3 ( <i>Lady Aberdeen</i> )..	Champlain.....	49	1,080	870½	447	87,100	30 0	450	Clay, sand and stones.....	Capt. O. Gaucher.
	Batiscan Traverse.....	75	1,644	935½	849	166,800			Clay and stones.....	
No. 4 ( <i>Lady Minto</i> ).....	Batiscan Traverse.....	124	2,724	1,805½	1,296	256,900				
		121	2,664	1,986½	2,062	412,400	30 0	450	Clay and stones.....	Capt. B. Ladebauche.
No. 5 ( <i>Lafontaine</i> ).....	Longueuil.....	8	180	121	8	2,400	30 0	500 to 700	Hardpan, clay, stones and some shale.	Capt. A. Marcotte.
	Cap à la Roche Curve.	113	2,494	1,650	795	158,000		450 to 550	Shale rock.....	
		121	2,664	1,771	803	161,400				
No. 6 ( <i>Baldwin</i> ).....	Ste. Anne de Sorel.....	9	204	141½	127	38,100	30 0	450	Sand and soft clay.....	Capt. Louis Dauphinais.
	Batiscan Traverse.....	101	2,220	1,546½	1,415	424,500	30 0	450	Clay and stones.....	
	Ile au Raisin.....	17	372	186½	191	57,300	30 0	450	Clay and stones.....	
		127	2,796	1,874	1,733	519,900				

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No. 7 ( <i>J. Israel Tard</i> )	Lake St. Peter.....	105	2,310	1,244½	1,358,560	30	0	300	Soft clay.....	Capt. J. S. Hiehaud.
	Total.....				3,001,010					

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RIVER ST. LAWRENCE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.  
CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1907 (9 months).

Vessels.	Fuel.	Wages.	Board.	Stores and Material.	Repairs and Labour.	Expenditure: New Plant, Rebuilding Shipyard, etc.	Proportion of General, etc. Expenses.	Expenditure for each Vessel.	Stone-lifter Service.	Tug Service.	Inspection Towing, Sweeping, etc.	Total Cost of Operations of each Dredge and Plant during Fiscal Year.	Total Expenditure on Different Appropriations.
Dredge Laval (No. 1).....	4,398 80	5,050 30	1,804 54	906 70	10,356 15		4,203 97	28,720 46	365 20	6,795 20	4,716 12	38,596 98	
Tug Fortin... ..	1,548 64	2,462 35	964 35	373 39	357 28		1,069 19	6,785 20					
Dredge Laurier (No. 2).....	3,632 55	4,977 68	1,742 01	1,455 64	4,735 48		3,089 23	19,632 59	365 19	7,465 81	4,716 12	32,199 71	
Tug Carrier.....	1,476 88	2,733 29	1,041 77	314 39	742 63		1,177 85	7,455 81					
Dredge Lady Aberdeen (No. 3).....	4,053 80	5,084 43	1,860 58	662 10	5,946 78		3,267 78	20,765 47	365 20	6,212 62	4,716 12	32,059 41	
Tug Emma.....	3,802 64	2,502 80	969 59	277 82	1,82 17		977 50	6,212 62					
Dredge Lady Minto (No. 4).....	3,914 05	4,862 22	1,751 79	1,123 91	6,137 92		3,321 25	21,111 14	365 19	7,270 82	4,716 12	33,463 27	
Tug Champion.....	1,081 88	2,598 45	968 97	1,276 70	1,200 81		1,444 01	7,270 82					
Dredge Laframboise (No. 5).....	4,964 50	4,837 01	1,810 57	2,061 15	10,364 95		4,499 38	28,527 62	365 20	8,550 29	4,716 12	42,159 23	
Tug Lac St. Pierre.....	2,051 64	2,676 90	1,022 79	411 40	1,042 31		1,345 25	8,550 29					
Dredge Baldwin (No. 6).....	4,810 06	4,953 83	1,809 53	676 35	7,761 46		3,737 30	23,748 53	365 20	8,835 10	4,716 12	37,664 95	
Tug St. Jean Baptiste.....	1,945 14	2,782 70	1,111 31	362 78	1,243 13		1,390 04	8,835 10					
Dredge J. Israel Tarte (No. 7).....	25,429 48	9,522 72	3,125 70	3,174 12	13,512 90		10,226 29	64,991 21		12,110 37	9,432 24	86,533 82	302,577 37
Tug Monicault.....	1,558 53	2,827 83	1,112 52	271 74	440 15		1,159 72	7,370 49					
" Carmelite.....	978 85	1,479 92	510 05	277 32	748 01		745 73	4,739 88					
Tug Jesse Hume.....													
Str. Frontenac.....	1,675 00	1,916 90	833 29	309 75	411 84		960 79	6,107 57					
" Jaa. Howard.....	1,925 75	3,974 58	1,538 14	1,128 88	1,207 44		1,825 22	11,600 01					
" Lady Grey.....	1,968 64	3,147 93	1,221 20	1,099 56	1,137 11		1,603 30	10,167 74					
Add † to hydraulic dredge.....	1,177 25	3,573 85	130 05	578 71	2,844 22		1,549 56	9,863 64					
Stone-lifter No. 2 Divided equally between elevator dredges.....	29 75	469 66	177 30	31 91	61 32		143 51	913 45					
No. 3		729 47	239 70	48 68	59 14		200 74	1,277 73					
Construction for dredging fleet—													
Tug Lac St. Pierre, new wheel house.....						558 51							
Reconstruction dumping scow No. 4.....						3,219 76							
New chain of buckets, dredge No. 2.....						19,336 28							
Improvements to shipyard—													
Electric plant.....						1,166 28							
Saw-mill.....						14,550 28							
Store shed No. 5.....						6,217 26							23,114 55



## RIVER ST. LAWRENCE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

DETAILS of Dredging, Locality and Cost per Cubic Yard for Fiscal Year ended March 31, 1907.

Dredges.	Total Cost of Operations and Plant during Fiscal Year.	Number of Days in Operation each Dredge.	Cost per Day, Operations and Plant.	Days Working each Locality.	Cost of Work, each Locality.	Total Cost of Operations	Number of Cubic Yards Dredged in each Locality.	Total Cubic Yards for each Dredge.	Cost per Cubic Yard, each Locality.	Average Cost per Cubic Yard for each Dredge.	Kind of Material Dredged.	Locality of Dredging.
<i>Laval</i> (No. 1).....	\$ 38,596 98	121 318 98	\$ cts.	33	10,526 44	\$ cts.	14,750	161,550	71.35	Cts.	Hard-pan, clay, stones and some shale.	Longueuil.
<i>Laurier</i> (No. 2).....	32,199 71	121 286 11		88	28,070 54	38,596 98	146,800	161,550	19.12	23.89	Clay and stones.	Batiscan Traverse.
<i>Lady Aberdeen</i> (No. 3).....	32,059 41	124 258 54		8	2,123 83		20,950		10.16		Clay, sand and stones.	Batture Perron.
<i>Lady Minto</i> (No. 4).....	33,463 27	121 276 55		79	20,224 61		80,850		25.01		Clay and stones.	Batiscan Curve.
<i>Lafontaine</i> (No. 5).....	42,159 23	121 348 42		24	6,386 70		12,500		51.09		Clay, sand and stones.	Champlain.
<i>Baldwin</i> (No. 6).....	37,664 95	127 286 57		13	3,459 47	32,199 71	16,000	130,300	21.62	24.71	Soft clay.	Ste. Anne de Sorel.
				49	12,668 61		87,100		14.54		Clay, sand and stones.	Champlain.
				75	19,390 80	32,059 41	169,800	256,900	11.42	12.47	Clay and stones.	Batiscan Traverse.
				121	33,463 27	33,463 27	412,400	412,400	8.11	8.11	Clay and stones.	Batiscan Traverse.
				8	2,787 39		2,400		116.14		Hard-pan, clay, stones and some shale.	Longueuil.
				113	38,371 84		159,000		24.76		Shale rock.	Cap à la Roche.
				9	2,669 17	42,159 23	38,100	161,400	7.00	26.12	Soft clay.	Ste. Anne de Sorel.
				101	29,954 01		424,500		7.05		Clay and stones.	Batiscan Traverse.
				17	5,041 77		57,300		8.79			Ile au Raisin.
<i>J. Israel Tarte</i> (No. 7).....	86,533 82	105 824 13		105	86,533 82	37,664 95	1,358,560	519,900	6.36	7.24	Soft clay.	Lake St. Peter.
	302,677 37	840		840	302,677 37	86,533 82	3,001,010	1,358,560		6.36		
						302,677 37	3,001,010	3,001,010				

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## DREDGING PLANT.

The following is a description of the dredging plant owned and operated by the Department of Marine and Fisheries in connection with the River St. Lawrence Ship Channel:—

## DREDGES.

*The Elevator Dredge 'Laval' (No. 1), wooden hull.*

Length over all, 150 feet.  
Breadth of beam, 30 feet.  
Depth of hold, 14 feet.  
Average draught, 11 feet.  
Greatest working depth, 42·5 feet.  
Hull built in Ottawa in 1894.  
Steel buckets.  
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

*The Elevator Dredge 'Laurier' (No. 2), wooden hull.*

Length over all, 168 feet.  
Breadth of beam, 32 feet.  
Depth of hold, 14 feet.  
Average draught, 10 feet.  
Greatest working depth, 42·5 feet  
Built at Sorel shipyard in 1897.  
¾ cubic yard buckets for hard-pan.  
Working capacity per day in fairly stiff clay, 2,000 to 3,000 cubic yards.

*The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull.*

Length over all, 148 feet.  
Breadth of beam, 32 feet.  
Depth of hold, 13 feet.  
Average draught, 8·5 feet.  
Greatest working depth, 42·5 feet.  
Built in Sorel shipyard in 1900.  
Steel buckets.  
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

*The Elevator Dredge 'Lady Minto' (No. 4), steel hull.*

Length over all, 148 feet.  
Breadth of beam, 32 feet.  
Depth of hold, 13 feet.  
Average draught, 8·5 feet.  
Greatest working depth, 42·5 feet.  
Built at Sorel shipyard in 1900.  
Steel buckets.  
Working capacity per day in stiff clay and stones, 1,000 to 2,000 cubic yards.

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*The Elevator Dredge 'Lafontaine' (No. 5), wooden hull.*

Length over all, 168 feet.  
Breadth of beam, 32 feet.  
Depth of hold, 14 feet.  
Average draught, 9 feet.  
Greatest working depth, 45 feet.  
Built at Sorel shipyard in 1901.  
Steel buckets.  
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

*The Elevator Dredge 'Baldwin' (No. 6), wooden hull.*

Length over all, 165 feet.  
Breadth of beam, 34 feet.  
Depth of hold, 14 feet.  
Average draught, 8 feet.  
Greatest working depth, 45 feet.  
Built at Sorel shipyard in 1902.  
1 cubic yard buckets strengthened for fairly hard material.  
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

*The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull.*

Length over all, 160 feet.  
Breadth of beam, 42 feet.  
Depth of hold, 12.5 feet.  
Average draught, 6 feet.  
Length of suction frame, 80 feet.  
Greatest working depth, 50 feet.  
Built at the Polson Iron Works, Toronto, in 1902.  
Working capacity per day in soft material, 12,000 to 20,000 cubic yards.

*Discharge Pipe and pontoons of Dredge 'J. Israel Tarte' (No. 7).*

23 lengths of pipe, 36 ins. diameter by 100 feet long.  
1 length of pipe, 36 ins. diameter by 35 feet long.  
23 pairs of pontoons for floating pipes, 42 ins. diameter by 90 feet long.

*Winch Scow 'No. 3' for Dredge 'J. I. Tarte' (wooden hull).*

Length over all, 60 feet.  
Breadth of beam, 18 feet.  
Depth of hold, 6 feet.  
Built at Sorel shipyard in 1902.

*Winch Scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch).*

Length over all, 75 feet.  
Breadth of beam, 25 feet.  
Depth of hold, 5.5 feet.  
Built at Sorel shipyard in 1902.



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*The Suction Hopper Dredge 'Galveston,' steel hull, twin screw.*

Length over all, 233 feet.

Breadth of beam, 39 feet.

Depth of hold, 15 feet 5 ins.

Draught when loaded with 1,800 tons, 14 feet 9 ins. aft, 13 feet 1 in. forward.

Greatest working depth, 55 feet.

Two suction pumps of Dutch type, 8 feet 6 ins. outside diameter.

Built in 1904.

Working capacity, 1,350 cubic yards in 45 minutes.

Hopper capacity, 1,400 cubic yards.

## TUGS.

*The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin screw).*

	Feet.	Inches.
Length between perpendiculars.. . . . .	172	0
Length over all.... . . . .	183	6
Breadth moulded... . . . .	32	0
Breadth extreme... . . . .	32	3
Depth moulded... . . . .	18	0
Draft mean to bottom of flat plate keel (normal)... . . .	12	0
Draft mean, when ice-breaking about... . . . .	13	0

Displacement in tons at 12 foot draft, 1,070.

Mean speed at 12 foot draught on six runs over measured mile base, 14 knot

Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furness, in 1906.

*The Tug 'Frontenac' (composite hull).*

Length over all, 113 feet.

Breadth of beam, 23 feet.

Depth of hold, 10 feet.

Average draught, 9 feet.

Built at Sorel shipyard in 1901.

*The Tug 'Eureka' (steel hull).*

Length over all, 100 feet.

Breadth of beam, 22 feet.

Depth of hold, 12 feet.

Average draught, 11 feet.

Built in Glasgow, Scotland, in 1893.

*The Tug 'James Howden' (wooden hull).*

Length over all, 100 feet.

Breadth of beam, 21 feet.

Depth of hold, 10 feet.

Average draught, 7.5 feet.

Built at Sorel shipyard in 1903.

*The Tug 'St. Jean-Iberville' (steel hull).*

Length over all, 90 feet.

Breadth of beam, 18 feet.

Depth of hold, 12 feet.

Average draught, 10 feet.

Built at Sorel shipyard in 1897.

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*The Tug 'Lac St. Pierre' (wooden hull).*

Length over all, 100 feet.  
Breadth of beam, 21 feet.  
Depth of hold, 10 feet.  
Average draught, 7·6 feet.  
Built at Sorel shipyard in 1901.

*The Tug 'St. Francis' (wooden hull).*

Length over all, 80 feet.  
Breadth of beam, 17 feet.  
Depth of hold, 10·8 feet.  
Average draught, 9 feet.  
Built in 1875.

*The Tug 'Cartier' (wooden hull)*

Length over all, 84 feet.  
Breadth of beam, 18 feet.  
Depth of hold, 9·5 feet.  
Average draught, 8 feet.  
Built at Sorel shipyard in 1893.

*The Tug 'Emilia' (wooden hull).*

Length over all, 84 feet.  
Breadth of beam, 17 feet.  
Depth of hold, 9 feet.  
Average draught, 7·5 feet.  
Built at Sorel shipyard in 1898.

*The Tug 'Champlain' (wooden hull).*

Length over all, 84 feet.  
Breadth of beam, 17 feet.  
Depth of hold, 9 feet.  
Average draught, 7·5 feet.  
Built at Sorel shipyard in 1901.

*The Tug 'Jessie Hume' (wooden hull)*

Length over all, 72 feet.  
Breadth of beam, 17·3 feet.  
Depth of hold, 10 feet.  
Average draught, 8·5 feet.  
Built in Buffalo in 1878.

*The Tug 'Montcalm' (wooden hull).*

Length over all, 80 feet.  
Breadth of beam, 23 feet.  
Depth of hold, 8 feet.  
Average draught, 6·5 feet.  
Built at Sorel shipyard in 1903.

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*The Tug 'Carmelia' (wooden hull).*

Length over all, 84 feet.  
Breadth of beam, 17 feet.  
Depth of hold, 9 feet.  
Average draught, 7.5 feet.  
Purchased in 1903.

## COAL BARGES.

*The Coal Barge 'No. 1' (wooden hull).*

Length over all, 120 feet.  
Breadth of beam, 24 feet.  
Depth of hold, 10 feet.  
Built at Sorel shipyard in 1898.

*The Coal Barge 'No. 2' (wooden hull).*

Length over all, 125 feet.  
Breadth of beam, 25 feet.  
Depth of hold, 11 feet.  
Built at Sorel shipyard in 1900.

*The Coal Barge 'No. 3' (wooden hull).*

Length over all, 98 feet.  
Breadth of beam, 28 feet.  
Depth of hold, 12 feet.  
Built at Sorel shipyard in 1902.

*The Coal Barge 'No. 4' (wooden hull).*

Length over all, 98 feet.  
Breadth of beam, 28 feet.  
Depth of hold, 12 feet.  
Built at Sorel shipyard in 1903.

*Stone-lifter 'No. 2' (wooden hull).*

Length over all, 80 feet.  
Breadth of beam, 25 feet.  
Depth of hold, 9.8 feet.  
Rebuilt at Sorel shipyard in 1897.

*Stone-lifter 'No. 3' (wooden hull).*

Length over all, 108 feet.  
Breadth of beam, 34 feet.  
Depth of hold, 14 feet.  
Built at Sorel shipyard in 1903.

*Sounding Scow (wooden hull).*

Length over all, 60 feet.  
Breadth of beam, 25 feet.  
Depth of hold, 6 feet.  
Built at Sorel shipyard in 1898.

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*Coal Scow 'No. 2' (wooden hull).*

Length over all, 54 feet.  
Breadth of beam, 18 feet.  
Depth of hold, 4 feet.  
Built at Sorel shipyard in 1892.

*Six Lodging Scows (wooden hulls).*

Rebuilt from old dump scows and fitted out as lodging scows for crews of dredges and tugs of ship channel fleet, at Sorel shipyard in 1899, 1901 and 1902.

## HOPPER SCOWS.

*1 Hopper Scow (wooden hull) with hydraulic power for closing gates.*

Length over all, 97 feet.  
Breadth of beam, 24.5.  
Depth of hold, 9 feet.  
Capacity, 200 cubic yards.  
Built at Sorel shipyard in 1897.

*2 Hopper Scows (wooden hulls) with hydraulic power for closing gates.*

Length over all, 90 feet.  
Breadth of beam, 18 feet.  
Depth of hold, 7 feet.  
Capacity, 150 cubic yards.  
Built at Sorel shipyard in 1898.

*4 Hopper Scows (wooden hulls) with hydraulic power for closing gates.*

Length over all, 97 feet.  
Breadth of beam, 24 feet.  
Depth of hold, 9 feet.  
Capacity, 200 cubic yards.  
Built at Sorel shipyard in 1899 and 1901.

*5 Hopper Scows (wooden hulls) with hydraulic power for closing gates.*

Length over all, 98 feet.  
Breadth of beam, 24 feet.  
Depth of hold, 9.5 feet.  
Capacity, 300 cubic yards.  
Built at Sorel shipyard, 2 in 1901, 3 in 1902.

*2 Hopper Scows (wooden hulls) with hydraulic power for closing gates.*

Length over all, 97 feet.  
Breadth of beam, 24.5 feet.  
Depth of hold, 9 feet.  
Capacity, 300 cubic yards.  
Built at Sorel shipyard in 1903.

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## APPENDIX No. 6.

## SOREL SHIPYARD.

Lt.-Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to report on the work done at the Sorel Shipyard during the nine months ended March 31, 1907.

*Sea-going hopper suction dredge.*—This steel dredge is being built for use on the St. Lawrence Ship Channel, and construction on the hull proceeded during this fiscal year. The vessel was begun in January, 1906, and was launched on December 1 of the same year. This dredge is a twin-screw vessel, and the propelling engines consist of two triple expansion engines with cylinders 15, 24 and 39 inches in diameter by 24 inches stroke. These engines were received in January, 1907, and were installed in the dredge during the winter.

The suction pump on this dredge is driven by a triple expansion engine with cylinders 15, 24 and 39 inches diameter, by 24 inches stroke. This engine and pump were furnished by the Polson Iron Works of Toronto. They were delivered at Sorel in March, 1907, and were installed in the dredge in the spring of the same year.

The steam for the machinery is furnished by two cylindrical marine boilers, 13 feet 6 inches in diameter by 11 inches in length, with three furnaces of 40 inches diameter each, and by one donkey-boiler, 5 feet diameter by 9 feet high, the pressure carried being 180 pounds. These boilers were built at the Sorel shipyard. The steam piping of the vessel is of copper, and all the dredge is finished to the highest standard of salt water marine work.

The construction of the dredge was completed at the end of September, 1907, and the dredge was tested with very satisfactory results at the beginning of October.

*Steamer 'Verchères'.*—This is a small wooden steamer for the use of the light-house-steeple construction staff between Montreal and Quebec. The hull is 100 feet in length by 16 feet beam by 9 feet depth, with a draft of 8 feet and a displacement of 126 tons. Work on this boat was begun in January, 1906, and the vessel was launched at the end of July.

The vessel is propelled by a triple compound engine, which was built at the Sorel shipyard. This engine has cylinders 18 and 24 inches in diameter by 18 inches stroke, and drives a wheel 6 feet 6 inches diameter.

The boiler, which was also built at the Sorel shipyard is of the bricked in, marine type, carrying a steam pressure of 140 lb. The vessel was finished and equipped during the summer of 1906 and went into commission in October of the same year.

*Steamer 'Rouville'.*—This is a wooden steamer built for the use of the Mounted Police Department, in Hudson bay. The hull is 130 feet over all by 26 foot beam by 16 feet deep with a draft of water of 12 feet 6 inches. This vessel was completed in July, 1906. It was decided to use her first for inspection and survey purposes, on the St. Lawrence ship channel and she was equipped with a sounding and testing apparatus for this purpose and went into commission in the month of August.

*Ice-breaker Steamer 'Montcalm'.*—In November, 1906, important repairs and alterations were made to the steamer *Montcalm*.

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A strengthening belt of steel  $\frac{3}{4}$  inches thick was added to each side of the vessel at the water line, from the bow for a distance of 70 feet aft.

The sides of the well deck forward were carried up to the level of the spar deck and the spar deck extended to cover this space.

The wheel-house was enlarged by the addition of a chart room. The captain's room was enlarged. A room was installed for the first engineer. A steel tunnel 40 feet long by 8 feet high was built through the coal bunker to provide a passage for the firemen. The electric wiring of the ship was overhauled. A number of new side lights were fitted and a number of minor alterations were made to the wood work. The vessel was painted and some of the auxiliary machinery was overhauled.

*Dredge 'Galveston.'*—This dredge arrived at Sorel from New Orleans on July 2. Her bridge deck was enlarged and a deck-house was erected with galley, mess room and accommodation for the officers. Side bunkers of steel were built in the vessel. The boilers and machinery were overhauled and necessary repairs were made to the dredging machinery. The hull was scraped and painted and the vessel left the shipyard on August 11.

*New construction for dredging fleet.*—Dredge No. 2 was fitted with a new chain of buckets for rock dredging. A new bow cable winch was built and erected. The dredge was hauled out during the winter and the ends of her well and parts of the sides of the well, were renewed. The hull was gone over, caulked and painted and all defective parts renewed.

Dump Scow No. 4 was practically rebuilt. The hull being in very bad condition.

A new wheel house with captain's room attached, was built on the upper deck of the tug *Lac St. Pierre*, replacing the old wheel house on the main deck.

*Hydrographic Survey.*—Extensive repairs and alterations were made to the survey steamer *La Canadienne*.

The main engine was taken apart, the cylinder and valves trued, the pistons turned and fitted, the rods turned, valves adjusted and the engine thoroughly repaired. A Weir evaporator was supplied and fitted. The condenser was repaired, new tube plates and new tubes supplied and fitted. A circulating and a sanitary pump installed. The bridge deck was strengthened, and numerous alterations made in the officers' and crew's quarters. Bridge stanchions and awnings were fitted and a bridge telegraph installed.

The survey steamer *De Lévis* was kept in repair during the year and supplies were furnished.

*Public Works Department.*—Several of the vessels belonging to the dredging fleet of the Public Works Department, were repaired at the shipyard during the year 1906-7, and spare parts were furnished. Coal and other supplies were furnished to the vessels of the Public Works dredging fleet working in the Sorel district.

*Repair work for St. Lawrence Ship Channel.*—The hulls and machinery of the vessels of the St. Lawrence ship channel dredging fleet were maintained in good condition during the fiscal year 1906-7. During the winter the machinery was completely overhauled and repaired. The hulls and cabin work were painted and the equipment was repaired and put in proper condition. Coal, oils and all the supplies necessary to the equipment and operation of the dredging fleet during the season, were furnished from the Sorel shipyard.

Dredge No. 1 had heavy repairs to one of her boilers. The upper tumbler was renewed during the winter. A complete set of forged iron centre teeth was supplied to this dredge.

Dredge No. 3 had a complete set of new bucket teeth. The boilers were caulked and the bucket frame straightened out.

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Two large breasting winches using wire rope were built and installed on dredge No. 5, to replace the old chain winches which were previously used on this dredge.

Dredge No. 6 had a new top tumbler and new main gearing.

Dredge No. 7 had heavy repairs to the boilers during the summer season and during the winter months. The floating pipe line of this dredge was all hauled out during the winter and as the pipes were nearly worn out a doubling plate was fitted to the bottom of the pipes.

The tug *Jessie Hume* was hauled out during the winter and heavy repairs made to her upper works.

*Improvements to shipyard.*—The sawmill which was begun in the previous year was finished in this year. This is a building with a stone foundation, 60 feet by 70 feet. This foundation is surmounted by a two-story wooden building of slow burning mill construction. The lower floor is devoted to the sawmill proper. It contains a band saw capable of sawing timber up to 40 inches square, a wood planer, moulding machine, small circular saw, &c.

Two low wings, each 28 by 55 feet, contain the saw carriage which handles timber up to 70 feet in length. A log-hauling chain extends to the river and hauls logs from the timber pond up to the mill.

In the upper story of the mill is installed the sash and door machinery and the machinery for sharpening, tempering and welding saws.

An electric motor of 100 horse-power, placed in the basement of the mill, gives power to all the machinery. A fan is provided which takes all the chips and sawdust from the different tools and blows them through a long pipe to a dump at a distance from the sawmill.

During the summer the electric pumps were installed in a cement pit which was sunk at the power-house. The shipyard has now an ample supply of water for general use and good pressure in case of fire.

A three-story shed, 100 feet by 30 feet, was built for storing the stock and material which is removed from the different vessels of the fleet for the winter. In this shed, separate rooms are provided for each vessel so that its stock can be securely stored without any chance of confusion with the stock of any other vessel.

During the summer a slip way was built so as to enable the shipyard to haul out and repair the dredges of the ship channel fleet. The shore part of this slipway is on pile foundation and the underwater part on a timber crib.

The hauling machinery from the old slip was adapted to this new slip way, but will have to be further strengthened. A large pulley block was built for this slipway with eleven strands of 1½-inch steel wire rope. The machinery gives a direct pull of 100 tons and vessels of 1,500 tons displacement can be hauled on this ship.

*General.*—All the buildings of the shipyard were painted during the year and all machinery was maintained in a good state of efficiency. The working force at the shipyard during the year varied from 500 to 850 men, and averaged 680.

The financial statement, which I append, shows that the total amount expended at the Sorel shipyard during the nine months of the fiscal year 1906-7, was \$678,803.57.

Yours obediently,

G. J. O. DESBARATS,  
*Director of Shipyard.*





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## APPENDIX No. 7.

## HYDROGRAPHIC SURVEY.

OCTOBER 19, 1907.

The Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to present the following report upon the progress of the Hydrographic Survey during the past season.

I regret to say that owing to the fact that the season is drawing to a close, and that none of the parties have yet returned to Ottawa, I am able to give an idea, in a general way only, of the work done during the past season, gathered from progress reports sent in from time to time.

The time of all parties last winter was fully occupied in preparing previous season's work for publication, and as a result the following photo-lithographed charts were published:—St. Lawrence river charts Nos. 9, 10, 11, 12, 13, 14, 15, 16.

The following have been prepared for the engraver:—‘Pigeon River to Thunder Cape’ and ‘Thunder Cape to Lamb Island’ upon the great lakes, and are almost ready for distribution.

The following are on hand waiting an opportune time to deliver to an engraver:—Lake St. Louis and Orignaux Point to Cacouna Island on the St. Lawrence. It is hoped that all these will be on sale before the opening of navigation. On the British Columbia coast a preliminary photo-lithographed chart of the entrance to Prince Rupert Harbour as a result of the work of 1906, was issued; and during the past season some further blue prints of additional work have been issued.

*British Columbia.*—About March 1, Captain Musgrave started a camp party at Prince Rupert, B.C., sounding out the harbour, the entrance as far south as Lawyer island, and the entrance of Skeena river. He was assisted by Messrs. H. D. Parizeau and L. R. Davies. I regret to say that, owing principally to the unsettled state of the labour market in British Columbia and the large amount of fog and rain in that locality, the amount of work done is hardly in keeping with the cost. Next season it is hoped that the new steamer will be in commission and that a distribution of the party will be possible so that Mr. Parizeau will work with a separate outfit.

*Great Lakes.*—About May 15, Captain Fred. Anderson, with the steamer *Bayfield*, resumed operations on Lake Superior working on the outside coast between Lamb island and Jackfish bay. He has made very fair progress, but was troubled by fog. On October 1, he moved to Key inlet, Georgian bay, a new harbour being developed by the Canadian Northern Ontario Railway Company. This locality received a very superficial examination in 1885 by Captain Boulton, as it was considered unlikely that any use would ever be made of it. His work there is principally with a view to reporting upon a scheme for placing aids to navigation, to render the harbour safe for vessels, that are to carry coal and iron ore.

He has for assistants Messrs. A. G. Bachand and A. E. Humphrey, both of whom are giving good satisfaction.

*Atlantic Coast.*—About May 15, Captain Irving Miles, on the steamer *La Canadienne*, left Sorel for operations in the vicinity of the mouth of Saguenay river, and has continued there since. His work started at the northwest end of Hare island, working out of the river as time progresses.

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Surveying in this locality is very arduous, strong tides with very heavy tide rips make work in boats, with young inexperienced officers and crews, very dangerous even upon fine days.

The weather, upon which nearly all success depends, has not been propitious, fogs and strong winds have followed one another in quick succession; however, very fair progress has been made, considering the many difficulties.

A word about the steamer, which is very old and not very powerful. Any system of surveying a river forces the surveyor to sound in parallel lines, crossing and re-crossing. The steamer can, at best in smooth water, steam eight knots. The tide frequently runs four knots, so that it may be seen that she is unable to keep on a course directly at right angles to the trend of the river and the stream. Then again, in changing from line to line upon the completion of one, the steamer is hardly able to make headway. This trouble was frequently experienced during the past season, even in comparatively fine weather, and work had to be discontinued. Captain Miles was ably assisted by Messrs. Chas. Savary, G. Cavendish Venn and W. R. McGee.

*St. Lawrence river between Montreal and Quebec.*—This survey is almost completed, and the energies of the staff have been devoted to the preparation of charts, sixteen of which have so far been issued to the general public. Mr. Arthur Amos is in charge of this important work, and has upon his staff for field work:—Messrs. Chas. McGreevy and Paul Jobin, for office work, Messrs. Henri Melançon, Frederick Delaute, Oswald Soulière and Edouard Jodoin. Very little field work was done during the season, principally additions to charts in the course of preparation.

*Lake of Two Mountains.*—This survey started work about May 7, under Mr. Pinet, with assistants, Messrs. G. B. St. Pierre and Henri Ortiz, with a house-boat and steam launch. Work here has been in a rather sheltered locality, and good progress has been made, but probably part of a season will yet be required to complete.

*Lake St. Francis.*—Mr. Robert Bickerdike has charge of this survey, but he was only about a month in the field, filling some details found wanting after plotting his previous season's operations. With the completion of this survey and that of Lake St. Louis, charts of the St. Lawrence river, Cornwall, or the international boundary line, to Montreal will soon be available.

All the parties (except that in British Columbia) now in the field will return to Ottawa about November 1, and complete the plotting of the summer work and prepare charts for publication. The British Columbia party under Captain Musgrave will take up residence in Victoria.

Advantage was taken of the small amount of field work being done by Mr. Amos and his party, to detail him for a more extended series of observations for magnetic declination and incidentally for latitudes and azimuths. As a result magnetic observations were obtained at four places in the vicinity of the Saguenay river, five places upon the north shore of Lake Superior and seven places along the St. Lawrence river between Cornwall and Montreal. The results have not been worked out as yet, but they will add very materially to our knowledge of the workings of that most important instrument of navigation, 'The Mariner's Compass.'

I am sir, your obedient servant,

WM. J. STEWART,  
*Hydrographer.*

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## APPENDIX No. 8.

## WIRELESS TELEGRAPH STATIONS.

OTTAWA, October 22, 1907.

Lt.-Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to submit my annual report on the working of the wireless stations belonging to this department. During the last year, there was a total of fifteen wireless stations in operation, consisting of nine high-power and six low-power stations, the high-power stations having a normal range of about one hundred and twenty-five miles, the low-power stations, a normal range of about sixty miles.

During the past year, there has been a few interruptions to the service. The stations which were out of commission are the following:—Cape Sable, which was struck by lightning on August 2, 1907, and suffered slight damage, repairs being made very promptly; Sydney station, smallpox having broken out at this station, it was necessary to place same in quarantine; this interfered but slightly with the service.

Point Rich station was out of operation for a period of three or four weeks, due to an accident to the gasoline engine. This happened at the close of last season, and, from reports received from the Marconi Company, did not interfere with the service.

The Partridge Island station was out of commission for quite a lengthy period, last summer, due to the mismanagement on the part of the officer in charge. An amount of \$583.33 was deducted from the Marconi Company's account for the maintenance of this station, and the officer in charge, I understand, has been discharged from the service.

The two new stations which were built by the Marconi Company, for this department, located at Father Point and Clark City, were completed during the month of December, 1906. During the past summer, these stations have rendered valuable service to the shipping interests.

There was an unfortunate delay in the opening of the stations, last spring. The Marconi Company advised the department, on April 17, to the effect that operators and stores necessary for the opening of the wireless stations would be forwarded to Pictou, N.S., in time to leave by June 10, and requesting that transportation be provided. On or about April 20, Commander Spain was notified of the requirements of the Marconi Company and asked to provide a boat. The Marconi Company was advised that all arrangements had been made, and were requested to communicate with Commander Spain on or about May 20, in order that there might be no misunderstanding regarding the arrangements made. I understand that, on account of the C. G.S. *Stanley* being obliged to proceed to Scotland for the purpose of having new boilers installed, and also on account of an accident to the C.G.S. *Montcalm*, no boat was provided until July 10, which delayed the opening of the gulf stations one month later than was anticipated.

It was decided, during the past year, to take over the absolute control of the wireless service on board government vessels. Heretofore, this service had been performed by the Marconi Company. The operators, being in the employ of the Marconi Company, did not consider themselves amenable to ship discipline. This interfered, to a very large extent, with the giving of a satisfactory service. Furthermore, the appa-

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tus on board the ships was in a most unsatisfactory condition, due to the fact that the department had no control over same. The service was taken over on March 1, 1907. All the different wireless equipments on board of these vessels have been completely overhauled and put into first-class condition.

During the past year, the Act governing wireless telegraphy, part 4, chapter 126, R.S.C., 1906, was put into effect, and licenses were prepared in accordance with said Act. Seven licenses have been issued to the Marconi Company, none of which have been accepted by them, due to the fact that it is claimed, on the part of the Marconi Company, that the form of license adopted infringes their contract rights. A form of license was submitted to the Department of Justice, accompanied by the contracts existing between the government and the Marconi Company, in order to ascertain if there was anything in the terms of the license which would infringe the contract rights of the Marconi Company. Several changes were suggested and incorporated in the form of license adopted and which the Department of Justice reported was in accordance with the contracts now existing between the Marconi Company and the government. The Marconi Company, as above stated, has refused to accept the above licenses and the matter is now receiving the consideration of the department.

A license was granted to the Dominion DeForest Wireless Telegraph Company, permitting the establishment of an experimental license on Grindstone island. All licenses issued have been for a term of one year.

It was decided, during the past year, to install wireless stations on the coast of British Columbia, same to serve as an aid to navigation as well as a means of communication along the west coast of Vancouver island. These stations are now under construction and it is expected that all will be in operation before January 1, 1908. The system adopted in these western stations is known as the Shoemaker system and, when completed, these stations will be, undoubtedly, the most up-to-date and complete wireless stations on this continent. As these stations are to be used as an aid to navigation and as there are several boats calling at British Columbia ports, such as Victoria and Vancouver, equipped with the Massie system, it was impossible for this department to install any system of wireless apparatus on the west coast which could not be used to communicate with vessels irrespective of the system used by them.

As all the government stations on the east coast are equipped with the Marconi system, I think a statement of the reasons which led this department to change from the Marconi to another system will not be out of place. As above stated, owing to the nature of these stations, it was absolutely essential that they should be available for intercommunication with any vessels or stations, irrespective of the system adopted, and, as the principle of intercommunication has never been accepted by the Marconi Company, this reason alone would justify the department in taking the stand it did. Apart from the above reasons, a very close study was made of the comparative cost of maintaining wireless apparatus of different make. These costs were obtained from the companies themselves and, on the figures submitted, there was such a large difference in favour of the system adopted, i.e., Shoemaker, that other things being equal, the department was perfectly justified in adopting this system. The system adopted is unquestionably more up-to-date and better than that in use in the gulf stations, to say nothing of the fact that the original cost was lower and cost of maintenance considerably less, as is shown by the figures submitted by the Marconi Company.

Last fall all the wireless stations belonging to the government were visited and found to be in a fairly satisfactory condition. Some of the apparatus installed in some of the stations was of a very crude nature, which, in my opinion, should have been replaced by more up-to-date apparatus. The Marconi Company's attention was called to this matter and they have, I understand, replaced same.

No general inspection of the government wireless stations has been made this year on account of the department being unable to place a boat at the disposal of the undersigned for the purpose of making this inspection.

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The following statement shows the number of messages received and sent from the different stations:—

	Private.	Service.	Government.
Cape Ray.....	909	713	148
Heath Point.....	182	212	106
St. John.....	2	34	.....
Whittle Rocks.....	1	90	5
Pt. Amour.....	12	93	22
Pt. Rich.....	23	86	12
Cape Race.....	2,161	1,591	10
Fame Point.....	663	1,521	1,022
Cape Sable.....	632	1,318	134
Belle Isle.....	106	.....	12
	4,691	5,658	1 471

I have the honour to be, sir,

Your obedient servant,

CECIL DOUTRE,

*Superintendent Government Wireless Stations.*

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## APPENDIX No. 9.

## METEOROLOGICAL SERVICE.

METEOROLOGICAL OFFICE,

Lt.-Col. F. GOURDEAU,

TORONTO, August, 1907.

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit the thirty-sixth annual report of the Meteorological Service of Canada, this report being for the fiscal year (nine months) July 1, 1906, to March 31, 1907, with appendices 'A' and 'B,' reports of St. John and Quebec observatories.

The number of persons in receipt of pay from the Meteorological Service on March 30, for various duties performed in connection therewith, was 216. Of this number 21 were employed in the central office, and with a few at outside stations, devote their whole time to the work of the service; others are occupied in observing during only a portion of each day, and others again are employed only to attend to the display of storm signals when notified.

There are now in the Dominion, Newfoundland, and Bermuda, 423 stations which have been supplied with instruments by this service. At 40 stations distributed at nearly equal intervals throughout Canada, three or more observations are taken daily, and each morning and evening reports are telegraphed to Toronto. At 49 other points observers receive remuneration for a more or less extended series of observations. Special observations for the Western Bulletin Service are taken at 26 places where small gratuities are paid. Eighty-four persons are paid for attending to the display of storm signals alone, and for the time service and special telegraph service 6 persons are employed.

Since the issue of the last report, the following stations have commenced reporting:—

## BRITISH COLUMBIA.

Class III.—Denman Island.

“ II.—Tzouhalem.

“ I.—Savonas.

“ II.—Penticton.

## YUKON TERRITORY.

Class II.—Conrad.

## HUDSON'S BAY.

Class I.—Churchill.

## ALBERTA.

Class III.—Bittern Lake.

St. Paul Des Metis.

McLeod.

Vermilion.

Islay.

Clover Bar.

Bismark.

Doreenlee.

Mayton.

Morinville.

Ponoka.

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Class II.—Lawrence.  
Red Willow.  
Taber.  
Nanton.  
High River.

SASKATCHEWAN.

Class II.—Humbolt.

ONTARIO.

Class II.—Copper Cliff.  
Barrie.  
Coldwater.  
Huntsville.

QUEBEC.

Class II.—Ste. Anne de Bellevue.  
Paspebiac.

NEW BRUNSWICK.

Class II.—Woodstock.  
Parma and Yyoming, Ontario, have been closed.

CENTRAL OFFICE.

During the past year the university building operations in progress on the land immediately adjoining the meteorological office, have made the occupation of our building most unpleasant and wholly unsatisfactory. Dust enters by every window, door and crevice; while assistants going and coming by a muddy pathway between the main building and the cottage used in place of that part of the observatory which was demolished last year, bring mud into the halls and render it impossible to keep the floors in a cleanly state. In addition to this the accommodation for the staff which for some years has been quite inadequate, is now distressingly meagre, and with steam derricks and cement crushers at work outside the windows, our officers are performing their duties under great difficulties.

I would also draw your attention to the fact that our observatory now partially blocks the entrance to two large handsome university structures, and that the college authorities are very desirous of the demolition of the building. I respectfully urge that the proposed new meteorological building be erected with as little delay as possible.

Towards the end of March the permanent staff of the meteorological office suffered a serious loss in the death of W. A. Steuart, its oldest member, who had first become connected with the observatory in 1851. Mr. Steuart was a careful and accurate computer to the day of his death, and was invaluable as a member of the central office staff—one whom it will be difficult to replace.

In order to keep the computations for the various meteorological publications up to date, it has been found necessary to employ temporary clerks for short periods.

The daily weather map, the monthly review and monthly weather map, each of them entailing much work have been issued with regularity and the Special Meteorological Register for 1906 has also been printed and distributed.

The daily map hitherto manifold by means of the mimeograph will in future be printed. The lines indicating barometric pressure and the symbols for wind and weather are stereotyped from a chalk plate prepared in the meteorological office, and the final press work is done by the University Press nearby. There can be no question that the new process is a marked improvement on the old and the new map has a most creditable appearance.

All storm warnings and weather forecasts for the various parts of Canada exclusive of British Columbia have, as in the past, been issued from the central office, while those for British Columbia have been issued from Victoria, B.C. The following table shows the percentage of verification of the forecasts:—

NUMBER of Predictions and Percentage of Fulfilment in each district and for the nine months ending March 21, 1907.

Month.	ALBERTA.					SASKATCHEWAN.					MANITOBA.					LAKE SUPERIOR.					GEORGIAN BAY.				
	Verified.					Verified.					Verified.					Verified.					Verified.				
	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.
<b>1906.</b>																									
July.....	88	80	6	294.3		87	74	11	291.4		90	78	8	491.1		118	94	22	289.0		117	106	9	294.4	
August.....	85	64	17	485.3		81	63	13	585.8		82	72	5	590.8		121	91	25	585.5		128	100	24	487.5	
September.....	75	66	17	286.0		73	53	17	384.2		76	61	11	487.6		98	76	18	486.7		111	89	18	488.3	
October.....	81	62	15	485.8		84	65	18	188.1		86	73	9	491.1		131	97	25	983.6		135	100	30	585.2	
November.....	82	53	17	1275.0		82	56	16	1078.0		91	69	13	983.0		120	79	26	1576.7		124	94	23	785.1	
December.....	88	69	11	884.7		88	63	14	1179.5		89	63	18	880.9		116	87	22	784.5		125	105	17	390.8	
<b>1907.</b>																									
January.....	87	66	14	783.9		84	66	10	884.5		92	72	13	785.3		103	77	20	684.5		105	78	19	883.3	
February.....	77	66	6	589.6		77	66	8	390.9		77	69	5	392.8		85	67	13	586.5		103	74	19	1081.1	
March.....	80	66	11	389.4		80	58	19	384.4		83	63	14	684.3		89	65	16	882.0		94	71	18	585.1	
Totals.....	743	582	114	4786.0		703	564	126	4685.2		766	620	96	5087.2		981	733	187	6184.2		1042	817	177	4886.9	



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NUMBER of Predictions and Percentage of Fulfilment in each district and for the nine months ending March 31, 1907.

Month.	LOWER LAKES.					OTTAWA VALLEY.					UPPER ST. LAWRENCE.					LOWER ST. LAWRENCE.				
	Verified.					Verified.					Verified.					Verified.				
	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.	Number of Forecasts.	Number fully.	Number partly.	Number not.	Percentage.
<b>1906.</b>																				
July.....	117	107	9	1	95.3	114	106	7	1	96.1	114	105	8	1	95.6	119	107	12	0	94.9
August.....	128	108	15	5	90.2	115	94	20	8	90.4	116	94	20	2	89.6	118	93	20	5	87.3
September.....	111	91	18	2	90.1	102	78	16	8	84.3	102	83	11	8	80.8	120	84	23	13	79.6
October.....	136	103	29	4	86.4	116	90	17	9	84.9	115	89	19	7	85.6	123	88	18	17	78.9
November.....	124	96	22	6	86.3	105	72	24	9	80.0	104	75	20	9	81.7	121	93	17	11	83.9
December.....	125	103	17	5	86.2	116	88	19	9	84.0	116	86	23	7	84.0	118	85	19	14	80.1
<b>1907.</b>																				
January.....	104	74	22	8	81.7	110	73	31	6	80.4	110	75	28	7	80.9	109	78	20	11	80.7
February.....	102	78	19	5	85.8	88	67	12	9	82.9	89	67	15	7	83.7	102	81	16	5	87.2
March.....	94	72	16	6	85.1	98	71	18	9	81.6	98	73	18	7	83.7	89	65	15	9	81.5
Totals.....	1041	832	167	42	87.9	964	739	164	61	85.2	964	747	162	55	85.9	1019	774	160	85	83.8

NUMBER of Predictions and Percentage of Fulfilment in each district and for the nine months ending March 31, 1907.

Month.	GULF.				MARITIME WEST.				MARITIME EAST.				TOTALS.			
	Verified.				Verified.				Verified.				Verified.			
	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.
1906.																
July.....	120	109	10	95.0	116	89	20	75.3	117	94	15	80.7	1317	1149	137	86.7
August.....	120	99	15	82.5	125	102	19	81.6	125	104	19	83.2	1344	1084	212	80.0
September.....	121	81	31	66.9	119	94	18	78.6	119	96	14	80.7	1227	942	212	76.9
October.....	122	90	22	73.7	128	83	27	64.8	128	82	24	64.1	1385	1022	253	74.5
November.....	123	91	18	74.0	119	90	17	75.6	119	84	20	70.6	1314	962	233	72.5
December.....	121	90	22	74.4	124	87	28	70.2	125	95	21	76.0	1351	1021	231	75.6
1907.																
January.....	114	83	21	72.8	122	82	32	67.2	122	92	25	75.4	1262	916	255	72.6
February.....	102	79	19	77.5	113	91	11	80.5	116	91	13	78.4	1131	896	166	79.2
March.....	92	71	13	77.2	125	92	23	73.6	125	88	30	70.4	1147	855	211	74.5
Totals.....	1035	763	171	73.8	1091	810	195	74.2	1096	826	181	75.4	11478	8837	1900	77.0

NOTE.—In order to obtain the percentage of verification of the predictions, the number partly verified is divided by two and added to the number fully verified and the result divided by the total number issued.

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## STORM WARNINGS.

During the nine months, July, 1906, to March, 1907, inclusive, 1,690 storm warnings were issued to the various districts in Canada where signals are displayed, and of this number, 1,534 or 90·8 per cent were verified; on 398 occasions, however, the wind did not reach, and 88 occasions, exceeded the force as indicated by the signal displayed; also 139 warnings were received late, owing to issue, and 53 on account of delays in transmission.

In connection with the warnings, the probable directions from which the gales would blow were also given, and of the 1,534 verified as to force, 1,345 or 87·6 per cent were fully, and 1,458 or 95 per cent, fully and partially verified.

Further additions have been made to the display stations in the Gulf of St. Lawrence district. The stations at Barachois de Malbaie and L'Anse au Beaufils have been completed, and in addition the following new stations have been opened: Point St. Peter, Corner of the Beach, Newport Point, L'Anse aux Gascons, Port Daniel, St. Godfrey and Bonaventure river.

The outfitting of display stations with light wicker signals has almost been completed and the substitution of electric lamps for oil is being carried out wherever possible.

I would again point out the difficulty of determining exactly to what extent mariners regard the warnings of the meteorological service. We do know that most of the vessel captains do regard them and frequently telegraph and telephone for the latest reports, but even when a captain does remain in port owing to signals he is unlikely to state that he could not have weathered the storm.

An interesting table showing wrecks and casualties between 1870 and 1905 is given in the Canada Year-book, 1905, just published. In the seventies the casualties averaged 371 per annum with a tonnage of 125,997; an annual loss of life of 261 persons and damages to the value of \$2,731,160.

In the eighties the average annual casualties were 367 with a tonnage of 152,311; lives lost, 196, and damages to the value of \$2,599,497. In the nineties the casualties averaged 214; tonnage, 73,522; lives lost, 45; damages, \$786,314.

In the last six years the casualties have averaged 186 with a tonnage of 89,181; annual loss of life, 65; and damage to property, \$499,917 or less.

These figures show a marked diminution in the loss of life and property in recent years, and I claim that this is very largely owing to the warnings of storms given by the weather services of Canada and the United States.

## INSPECTION OF STATIONS

During the fiscal year (nine months) ended March 31, 1907, Mr. B. C. Webber visited 35 stations, adjusting instruments where required, and also authorizing repairs to signal apparatus, in addition to instructing agents and arranging for the erection of storm signals at several new points. At Dalhousie, Percé, Cape Cope and Grand river repairs authorized last year have been completed in a creditable manner. First-class signal structures have been erected at L'Anse au Beaufils and Port Daniel, but at Ste. Adelaide de Pabos and Bathurst no steps had been taken to erect the signal shelter previously ordered. At the latter station the signal mast has been moved to the government wharf, a more desirable location; the thermometer shelter placed in a better position, and observer coached in his duties. The stations at Gaspe, Paspébiac, St. John, N.B., Sydney, Father Point and Quebec were found to be in first-class condition. The new style anemograph was furnished Father Point and Quebec. Point Lepreaux was furnished with a new equipment. Grand Manan was in fair condition, but wind instruments were not giving the best of satisfaction. In view of the expense of refitting this station, and also that Point Lepreaux seems much better for wind results, the advisability of discontinuing Grand Manan was urged. Alterations to drum houses to admit new pattern signals were authorized at St. Andrews, Digby and Little Glace bay.

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Minor repairs were ordered at North Sydney and a refitting of the station at Yarmouth, at St. Johns, Newfoundland, recommended. A new drum house was authorized to be constructed at Louisburg. At Port Morien the signal apparatus was in first-class order, and the appointment of a reliable agent was urged. Point St. Peter, Corner of the Beach, L'Anse aux Gascons and Bonaventure river were visited to determine the advisability of opening signal display stations, and conditions justified a recommendation for the establishment of stations at these points, which has since been done. A display point was also recommended at Newport point, and the station subsequently installed.

Little River west, St. Godfrey, Paspebiac east, Rosseau LeBlanc, St. Charles de Caplau and Caplau river were also visited, but owing to lack of telegraphic facilities little shipping or proximity to existing display stations, were not approved as suitable points for the display of storm signals. St. Godfrey, however, has since been opened as a display station.

Thirty-eight points were visited by Mr. W. D. Allan. At White river a complete new wind apparatus was installed, but the entire meteorological station was destroyed by fire late in December, necessitating a second visit and an entire new outfit. The barometer was moved to a new location and is now at an elevation of 1,262 feet above mean sea level. At Port Arthur, the signal shed was in need of reconstruction which was ordered. The cable for the wind station had not been delivered and work was at a standstill. At Fort William the signal mast had been removed by the Canadian Pacific Railway to make way for new docks. A new site, about 400 yards further up the stream was offered and accepted. The storm signal agent was very remiss in his duty and a new appointment was urged.

Electric wind instruments were recommended for the station at Winnipeg.

The special bulletin reporting stations at Emerson, Morden, Cartwright, Cypress river, Carman, West Selkirk, Brandon, Pierson, Pipestone, Yorkton, Birtle, Hamiota, Virden, Broadview, Indian Head, Red Deer and Lethbridge were visited, changes in location of thermometer shelters were made at a few points, instruments compared with standard and where faulty, repaired or replaced, and observers coached in their duties. The necessity of inspecting these stations at least once in two years was evidenced by the conditions found at a few places. Agents are changed frequently and some of them have no appreciation of the need of accuracy in their reports. At one station it was found that the rain gauge had been destroyed and the depth of the rainfall was obtained by noting the depth the moisture penetrated the ground. This man has since ceased to be an agent of this service. At Minnedosa the wind instruments are becoming worn, and will soon need to be replaced. The ladder ordered some time ago has been supplied. At Qu'Appelle a new down shaft anemometer was installed, and new barometer placed in position. There has not been much change in the unsatisfactory conditions which have prevailed for some time back. A new barometer was placed in position and new wind apparatus recommended to be installed which has since been done. At Regina a new downshaft combined anemometer and vane was installed. The instruments at Swift Current were found to have been moved to a new location, the barometer being suspended in a position 3 feet lower than formerly. A new anemograph was requisitioned and the installation of telephones between observers house and telegraph office advised. At Medicine Hat also, a change in the elevation of the barometer had taken place; the instrument being suspended in a position 12 feet higher than formerly. A sunshine recorder was placed in position at this station. A sunshine recorder was placed in position at Calgary. The wind apparatus at this station will require renewing shortly. At Edmonton a sunshine recorder was installed. Wind instruments required renewing which has since been done. Battleford will require a new wind equipment as soon as the new quarters are ready. At Banff, considerable work will require to be done on the mountain line. The cable will require to be retied, and number of poles on Mountain ridge doubled, as strain in heavy wind is very great and there is danger of breaking the cable. Telephones should be supplied to

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facilitate carrying on of comparisons and adjustments of Mountain and base instruments. Minor repairs are also required to the hut on Sulphur mountain. At Kamloops the instruments had been moved to a new location. The sunshine recorder was installed. At Victoria, as at all other barometric stations, instruments were cleaned and compared with standards. Mr. Reed suggested the installation of the time service. The signal could be installed on the meteorological service deck and operated from this office.

At Vancouver the time service is much appreciated, but the gun used is of a very old pattern. A modern gun would lessen the vibration on the building and also give better service. Kingston, Belleville and Deseronto were also visited.

The bulletin service in the western provinces is very much appreciated, but a continuous extension will be necessary to keep up with the development of the country. New display stations have been opened at Carberry, Neepawa, Souris, Virden, Rosethorn, Moosejaw, Yorkton, Minnedosa, Morden and Wayburn, and additional bulletin reporting stations have been opened at Humboldt and Kamsack, Sask.

The time has come when a change of policy is necessary in dealing with the western provinces.

Decentralization of the climatological branch is necessary to promptly meet the demands caused by the influx of settlers. It is recommended that a climatological office be opened at Winnipeg, Regina and Edmonton, to handle all the climatological work of the respective provinces and to satisfy the public demand for prompt service which cannot be given from Toronto, owing to the delay caused in the mails.

Mr. W. E. Jackson transferred the signal apparatus at Port Hope to the newly appointed agent, and instructed him in his duties.

Mr. F. O'Donnell transferred the instruments at Barrie to a new observer, and instructed him as to the work required.

Mr. E. Baynes Reed inspected the stations at Duncan, Nanaimo, New Westminster, Chilliwack, Ladner, Steveston, Vancouver and North Vancouver, cleaning and adjusting instruments where necessary.

Mr. F. Napier Denison inspected the Barkerville station and adjusted the instruments, also leaving a barometer at Quesnelle to be forwarded to Fort George, B.C.

Mr. D. L. Hutchinson installed the new equipment at Point Lepreaux and also at Fredericton.

## SEISMOLOGY.

The seismographs at Toronto and Victoria have been kept in operation during the nine months; 46 large and small disturbances were recorded at Toronto and 50 at Victoria. The largest of these occurred on August 17, December 23 and January 14. The disturbance of August 17 originated in Chili and was of the most destructive nature, much life and property being lost in Valparaiso. The preliminary tremors from the quake reached Toronto at 0<sup>h</sup> 20.3<sup>m</sup>, Greenwich mean time; large waves at 0<sup>h</sup> 36.1<sup>m</sup> and the maximum amplitude of the pendulum swing occurred at 0<sup>h</sup> 49.0<sup>m</sup>. At Victoria the times were preliminary tremors 0<sup>h</sup> 17.6<sup>m</sup>; large waves 0<sup>h</sup> 25.5<sup>m</sup> and maximum amplitude 10 mm. at 0<sup>h</sup> 41.6<sup>m</sup>.

The amplitude of the disturbance on December 23 was 15mm. at Victoria against 10 for the Chilian quake, but as yet there has been no report as to its origin, and it was probably submarine. The destructive Jamaica quake of January 14 was well recorded at both our stations, the swing of the pendulum being 8.1 mm. at Toronto, against only 0.7 at Victoria. The preliminary tremors reached Toronto at 20<sup>h</sup> 47.9<sup>m</sup> and Victoria at 20<sup>h</sup> 55.0<sup>m</sup>. Large waves, Toronto, 20<sup>h</sup> 52.8<sup>m</sup>; Victoria, 20<sup>h</sup> 53.7<sup>m</sup>.

In order that the seismological records obtained at our stations may be used to the best advantage, it is altogether necessary that they be discussed and compared with records obtained in other parts of the world, hence prints showing all more important disturbances are sent to the central bureau of the seismological committee in England; to the international seismological commission in Strassburg and to John Hopkins University, at each of which places records from all parts of the world are tabulated and discussed by persons who devote their whole time to seismological investigation.

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## THE LIBRARY.

The daily, weekly, monthly and annual reports of the meteorological offices and observatories of the world have been duly received and acknowledged, but owing to the total lack of further shelf room in any part of the present building, it has not been possible to catalogue them and they have been tied in bundles and stored away. This state of affairs is most unsatisfactory, especially as those members of the staff who are engaged in meteorological studies are greatly hampered as it is now almost impossible to find reports regarding meteorological conditions existing in other parts of the world.

## TIME SERVICE.

During the period extending from July 1, 1906, to the end of the fiscal year, March 31, 1907, thirty-nine observations for time were made in the meridian with the transit instrument; of these 34 were stellar and 5 solar observations. The position of the stars were as usual those given in the Berliner Jahrbuch.

The collimation error of the transit instrument has frequently been determined from micrometrical measurements on the collimating telescope and by reversal on stars. The excavations for the new physics building a little to the west of the transit pier seems to effect the level of the instrument during times of frost, otherwise the mounting and stability of the pier remains satisfactory.

The time exchanges with Montreal, Quebec and St. John have been carried on as usual and registered on the chronograph at Toronto. The error of the Toronto clock and of the time-pieces used by the different observers elsewhere are computed from the latest observations. Both the sidereal and mean time clocks of the Toronto observatory with their various electrical appliances have continued to work well, notwithstanding the dust which gradually sifts in from the extensive building operations going on in the immediate neighbourhood.

The following table shows the difference between the time by 'Standard Observer' and that given at the various exchanges. The sign + indicates that the time sent from the different observatories is faster than that by 'Standard Observer.' The time by 'Standard Observer' is the arithmetrical mean of the times determined at Toronto and Montreal.

1906.	Toronto.	Montreal.	Quebec.	St. John.
	Seconds.	Seconds.	Seconds.	Seconds.
July 13.....	+0·11	+0·11	—0·87	
August 17.....	+0·06	—0·06	—0·10	+0·02
31.....	+0·16	—0·16	—0·05	
September 21.....	—0·04	+0·04	—0·52	+0·62
October 12.....	+0·12	—0·12	—0·28	
26.....	—0·16	+0·16	—1·42	
November 9.....	+0·39	—0·39	—2·06	+0·18
30.....	—0·14	+0·14	—1·04	—0·09
December 21.....	0·00	0·00	.....	+0·02
1907.				
January 25.....	0·00		—0·59	
February 15.....	—0·03	+0·03	—0·49	+0·40
March 8.....	—0·02	+0·02	—1·02	+0·20
22.....	—0·22	+0·22	—0·28	—0·42

With the equatorial telescope the sun observations have been continued, maps of the sun's surface four inches in diameter being obtained on 65 days. During the period from June 30, 1906, to March 31, 1907, the sun was twice observed free from spots, viz., the 12th and 22nd of October, 1906. On the maps the position of the sun's axis and equator are drawn as well as the vertical lines through the north, south, east and west points.

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A rather large spot developed on the sun's surface July 27, becoming central on the 29th and passing around the west limb on August 5. This spot returned again considerably broken up, and by the time it passed the west limb it presented a large area of small spots. The sun from this date, August 31 to November 14, remained comparatively clear of spots. November proved a very cloudy month, preventing observations. On November 29 a rather large group north of the equator was seen. On December 18 two very large groups of moderate-sized spots were visible, one north and the smaller one south of the equator, and nearly central. The north group extended laterally, strung out across fully one-third of the visible surface of the sun. The sky continued very cloudy from December 18, 1906, to January 11, 1907. On January 29, large scattered groups extended across the sun's surface, being a little south of the equator, and on February 12 the tail of these groups was central and developed into a very large disturbed area disappearing over the west limb on February 18.

Up to March 15 numerous spots both north and south of the equator, varying in size from small to moderate, were observed, after which date to March 31 the sun remained comparatively clear of spots.

## THE UNITED STATES WEATHER BUREAU.

In conclusion, I desire to place on record my entire appreciation of the very friendly and harmonious relations existing between the Canadian Meteorological Service and the United States Weather Bureau. The exchange of reports continues as heretofore, and all communications are characterized by the utmost good-will and a most evident desire for mutual co-operation.

Respectfully submitted,

R. F. STUPART.

## APPENDIX A.

METEOROLOGICAL SERVICE, ST. JOHN OBSERVATORY,  
ST. JOHN, N.B., August, 1907.

R. F. STUPART, F.R.S.C.,  
Director Meteorological Service,  
Toronto, Ont.

SIR,—I have the honour to present my report on the St. John observatory for the fiscal period ending March 31, 1907.

The chief station observations of the various meteorological elements have been made as usual and the bi-daily observations, forming part of the Canadian series upon which the weather forecasts are based, have been regularly telegraphed to the central office at Toronto. No important changes have been made in the meteorological equipment.

The weather bulletin received each week-day morning from Toronto has been issued with the least possible delay, is posted in public places, distributed through the mails and published by the evening newspapers. The synopsis, giving movement of important changes throughout the continent and prevailing weather and atmospheric conditions at the different stations adjacent to our coasts, and the forecasts for following days are of the highest importance to mariners, shippers of perishable goods and various other commercial and personal interests. Numerous telephone calls are daily received for the forecasts and other information pertaining to the weather.

In addition to our daily local report the press is frequently furnished with information, especially during the stormy season or when periods of extreme or unusual

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weather conditions prevail. Calls are frequently made by commercial houses for statistical or other information for arbitration of claims for damage or demurrage, caused by storms, frosts, &c.

The astronomical work is solely confined to sidereal observations for determination of the errors and rates of the standard clocks. The star observations, clock comparisons and time signals are registered on the chronograph. Observations for time with the Troughton and Simms meridian telescope have been made nearly every fine night, the time from the Riefler clock and the records of the observations being recorded on the Warner and Swasey chronograph by a single pen. For a complete time determination and correction of instrumental errors the meridian transit of from six to ten stars is usually observed, an equal number in each position of the axis.

The primary sidereal clock Riefler No. 94, which is mounted in the clock room and kept under constant temperature and pressure, is giving most excellent results. The rate is remarkably steady and is second to none of the published rates of the primary clocks in the great observatories. The sidereal clock No. 6752 is mounted in the basement clock room along with the Riefler, the two mean-time clocks in the office.

The daily time signal has been regularly transmitted by telegraph to nearly all parts of the maritime provinces and is the standard of time for this section of the Dominion. As heretofore special signals are frequently transmitted, both by telegraph and telephone, to mariners, chronometer raters and others.

The time balls at St. John and Halifax have been dropped each week day at 1 p.m. standard time of the 60th meridian. The outside clocks connected by wire with the observatory have been hourly synchronized throughout the year. The various electrical appliances connected with our time service have been maintained in good condition and are giving the best possible satisfaction. The electric clock in Halifax is daily synchronized by our standard transmitting clock and return signals from Halifax indicate but slight error in the daily rate of that clock.

An electrical apparatus has been devised at this observatory to repeat automatically our daily time signal through the land line to the Marconi wireless station at Camperdown, N.S., without the intervention of human relays. Thus the daily signals from the transmitting clock at St. John will be available to ships at sea, equipped with the wireless apparatus, within the wireless zone of the above station.

I have the honour to be, sir,  
Your obedient servant,

D. L. HUTCHINSON,  
*Director, St. John Observatory.*

## APPENDIX B.

QUEBEC OBSERVATORY,  
QUEBEC, August, 1907.

To the Director,  
Meteorological Service,  
Toronto.

SIR,—I have the honour to transmit my annual report for the fiscal year ending March 31, 1907.

During the past year there have been no changes at this observatory.

All the usual observations were taken regularly, and the bi-hourly temperatures were continued at the citadel.

The old barometer and anemograph were replaced by new instruments.



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The time-ball which was put in good working order before the opening of navigation, was dropped correctly during the whole season.

I have the honour to be, sir,  
Your obedient servant,

(Sgd.) ARTHUR SMITH,  
*Director.*

## MAGNETIC OBSERVATORY.

Lt. Colonel F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit the annual report of the Magnetic Observatory, Agincourt.

Absolute determinations of magnetic declination, dip and horizontal force to check the zero of the differential instruments have been made at frequent intervals. Continuous records of the declination and the horizontal component have also been obtained and several important magnetic storms have been recorded, notably that of February 9, occurring at a time of great solar disturbance.

In September, Mr. P. H. Dike, acting under instructions from Dr. L. A. Bauer, director of the branch of terrestrial magnetism of the Carnegie institution, brought instruments from the United States and made comparisons between the results obtained at Agincourt and those obtained at Cheltenham, Md. Dr. Bauer in his report says: 'These comparisons have proven that the standard instruments of the two countries agree sufficiently closely for all practical purposes. Hence, instruments used in field work in Canada as referred to either set of standards, will give results as comparable as need be for practical requirements.' A detailed account of these comparisons will appear in the transactions of the Royal Society of Canada. Mr. William Menzies, who continues in immediate charge of the observatory, reports as follows:—

'During the fiscal year ending March 31, 1907, no material changes have been made in the differential instruments placed in basement. A slight alteration in bifilar was made on October 15, to permit of a change of fifteen (15) scale divisions in base line mirror in order to increase the ordinate of trace without interfering with the then adjustment of the magnet.

'The equipment of this observatory has been added to by purchase of Magnetometer-Elliott No. 98 and Compensating Pyrheliometer No. 78.

'On August 25 discontinued photo thermographic record of temperature in basement; a three year series showing that the mean daily range was but slightly in excess of 1.5 Fahr., and also that the automatic temperature compensation attached to bifilar appears to be perfect. At present the temperature conditions are recorded by daily readings of maximum and minimum and attached bifilar thermometers.

'During the year there was a loss of forty-two (42) hours in the photographic record of bifilar and declination; twenty-two owing to stoppage in driving clock, the remainder being attributable to disarrangement in gear of thermograph cylinder. The photographic curves of horizontal force and declination have been continued throughout the year with a small percentage of loss. The ordinates of these curves have been measured at hourly intervals and at the times of the occurrence of maximum and minimum movements. The results have been tabulated, reduced to absolute values and prepared for publication.

'Absolute values of the magnetic elements have been regularly determined by observations and results compared with differential instruments.

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'Accuracy of time intervals on the photographic curves has been assured by daily comparisons with chronometers and weekly time exchanges with Toronto.

'All requisitions coming through the Director, for special information of correspondents, have been complied with by forwarding such information to the head office for distribution.

'The usual meteorological observations, consisting of maximum, minimum and incidental reading of temperature record of wind velocity and direction, measurements of rainfall and registration of various phenomena have been regularly carried on. On June 1, I had to vacate the house occupied by me in Agincourt.

The general magnetic survey of the United States is progressing rapidly under the Carnegie Institution for scientific research, and it has become incumbent on Canada to make a magnetic survey of the Dominion. In view of this fact, an officer of the Meteorological Service detached for special duty has recently been employed in a magnetic survey of the western provinces, and it is proposed that the work shall be extended to all the provinces.

Respectfully submitted,

R. F. STUPART.

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## APPENDIX No. 10.

## SIGNAL SERVICE, CANADA.

OFFICE OF THE SUPERINTENDENT,  
QUEBEC, August 15, 1907.

## ANNUAL REPORT FOR 1906-07.

Reports have been received from the different signal stations in the River and Gulf of St. Lawrence, during the nine months ending March 31, 1907.

In the months of July, August, September, October, November and the first three weeks of December, this office issued two bulletins each week day, at 10.30 a.m. and 3.30 p.m., and one on Sundays, at 3.30 p.m., giving full information of the weather and of inward and outward bound vessels, as signalled when passing stations. These bulletins have been distributed to the Boards of Trade, Harbour Commissions and press of Montreal and Quebec, the Shipping Federation of Canada at Montreal, the Superintendent of the Quarantine Station at Grosse Isle, the agent of the Department of Marine and Fisheries at Quebec, the Custom-house, Immigration Department, steamship agents, pilots, tug owners, Lloyd's agents and many others. The pilots at Father Point have been supplied with full information of all inward bound vessels as signalled when passing stations east of that point. Also the quarantine doctor at Rimouski was kept informed of the progress of all inward bound mail steamers.

Bulletins were also issued during the last week in March, giving condition, location and movement of the ice in the river and gulf.

The Deputy Minister of Marine at St. John's, Newfoundland, was supplied with information of the weather, wind and location of ice by the signal agents at Anticosti, Magdalen Islands, Point Amour and Meat Cove, for the guidance of the sealing fleet, which leaves St. John's in March, each year.

The Marconi wireless telegraph stations at Fame Point, Heath Point, Whittle Rocks, Point Riche, Point Amour, Belle Isle, Cape Ray and Cape Race, furnished this office with information of all inward bound steamers equipped with wireless apparatus. This information has been included in the daily bulletins and has proved of great value. During the period covered by this report, the steamers equipped with wireless apparatus were the *Tunisian*, *Victorian* and *Virginian* of the Allan Line, the *Empress of Ireland* of the Canadian Pacific Railway's Atlantic Lines, also several Canadian government vessels.

The general working of the service has given good satisfaction, and very few complaints have been received.

Respectfully submitted,

HERBERT S. MCGREEVY,  
*Superintendent.*

J. U. GREGORY, Esq., I.S.O.,  
Agent, Department of Marine and Fisheries,  
Quebec.

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CITADEL SIGNAL

YEARLY RECORD OF SHIPPING

Year and Month.	BRITISH MEN OF WAR.			FOREIGN MEN OF WAR.			1ST CLASS STEAMERS.			2ND CLASS STEAMERS.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1906.												
July.....							52	52	1	71	71	2
August.....	1	1					56	56		75	75	8
September.....							52	52		72	72	9
October.....							46	46	3	44	44	
November.....							64	64	4	53	53	3
December.....							63	63		31	31	2
1907.												
January.....							54	54	4	46	46	
February.....							51	51	4	23	23	
March.....							64	64	1	33	33	
April.....							62	62		48	48	
May.....	4	4					43	43	5	58	58	1
June.....							47	47	4	60	60	1
	5	5					654	654	26	614	614	26

HALIFAX, N.S.

July 9, 1907.

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STATION.

AS PER RECORD FOLIOS.

SHIPS, BARQUES AND BARQUENTINES.			BRIGS AND BRIGANTINES.			SCHOONERS, 3-MASTED OR BEARING PRIVATE SIGNALS.			MONTHLY TOTALS.			Remarks.
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	
4	4	.....	1	1	.....	3	3	.....	131	131	3	
2	2	.....			.....	5	5	.....	139	139	8	
3	3	.....	1	1	.....	8	8	.....	136	136	9	
.....	.....	.....			.....	4	4	.....	94	94	3	
.....	.....	1	1	1	.....	4	4	.....	122	122	8	
7	7	.....	1	1	.....	.....	.....	.....	102	102	2	
.....	.....	.....			.....	5	5	.....	105	105	4	
.....	.....	.....	1	1	.....	1	1	.....	76	76	4	
.....	.....	.....	1	1	.....	3	3	.....	101	101	1	
2	2	.....			.....	4	4	.....	116	116	.....	
3	3	.....			.....	9	9	.....	117	117	6	
.....	.....	.....			.....	6	6	.....	113	113	5	
21	21	1	6	6	.....	52	52	.....	1,352	1,352	53	.. Total vessels, 1,405.

H. WALKEM, *Lieut. R.C.R.*

*S.O.S.*

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St. JOHN, N.B., August 31, 1907.

Lt.-Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose you herewith the annual report of the St. John signal station.

I have the honour to be, sir,  
Your most obedient servant,

F. J. HARDING,  
*Agent.*

STATEMENT of Vessels Signalled by the St. John signal station, from July 1, 1906,  
to March 31, 1907.

No.	Tons.
105 steamers with a total tonnage of . . . . .	254,973
46 three-masted schooners with a total tonnage of . . . . .	13,723
2 barques with a total tonnage of . . . . .	1,050
3 barquentines with a total tonnage of . . . . .	893
2 brigantines with a total tonnage of . . . . .	318
158 . . . . . Total . . . . .	270,957

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## APPENDIX No. 11.

## EXAMINATION OF MASTERS AND MATES.

Lt.-Col. F. GOURDEAU,

Deputy Minister of Marine and Fisheries,  
Ottawa, Can.

SIR,—I have the honour to submit my annual report of the work performed, in connection with the examination of masters and mates, throughout Canada, for foreign-going and local certificates. I also attach a statement of the number of certificates issued and expenditure incurred, in connection with this branch of the department, from the year 1871 to this date.

It has been necessary, owing to the increase of traffic on our waterways as well as to meet the demands from various parts, to open new offices where examinations may be held, which has been done at the following places:—North Sydney, N.S., Toronto, Ont., Collingwood, Ont., and Windsor, Ont. It is probable that, in the near future, it will be necessary to have an examiner in Port Arthur, Ont., and in Edmonton, Alta.

Formerly, there were but four ports where examinations for foreign-going certificates could be held, viz.:—Halifax, N.S., Yarmouth, N.S., St. John, N.B., and Victoria, B.C. In order to meet the present requirements, the examiners at North Sydney, N.S., Charlottetown, P.E.I., and Vancouver, B.C., have after rigid examination, been found qualified to hold examination for the above-mentioned grade of certificate. It is the intention to also appoint an examiner at Montreal, P.Q. Therefore, within the present year, examinations for foreign-going certificates, will be held at Halifax, N.S., Yarmouth, N.S., North Sydney, N.S., St. John, N.B., Charlottetown, P.E.I., Montreal, P.Q., Ottawa, Ont., Vancouver, B.C., and Victoria, B. C.

In connection with the above examination, a revised edition, in conformity with the board of trade rules and regulations, has been printed in both languages, copies of which may be had from any examiner.

Respecting the examinations for coasting, inland and minor waters' certificates, new rules and regulations have been framed and the standard of knowledge required has been increased, which have been published, in book form, in both languages, and may be had from examiners.

The examiners at St. John, N.B., Kingston, Ont., Kenora, Ont., Nelson, B.C., have tendered their resignations, which were accepted. The Vancouver and Kenora vacancies have been filled; candidates for the other ports will shortly be appointed, including that of Halifax, which has been vacant through the demise of the examiner.

Heretofore, on the satisfactory report of any examiner, certificates were issued, and each examiner was held responsible for such recommendation. As this system gave room for undue leniency in many cases, and there being no positive proof that any examinations were held, as no documents were being brought forth as evidence, the system has been altered, and every paper of problems and answers to questions given by the examiner and signed by the candidate has to be forwarded to the department, and no certificate is issued till those papers have been scrutinized and found satisfactory. This has proved to be a check against any tendency to partiality in the examination of candidates.

The great demand from all parts of the Dominion for the book which has been published relating to examinations, shows conclusively that the supervision now exercised was necessary and, without the least doubt, timely, as prospective candidates are now obliged to make themselves thoroughly acquainted with the necessary subjects pertaining to their profession before their requests to be examined can be entertained.

Owing to those modifications and changes which have been brought in the conduct

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and control of those examinations, it has become necessary for me to inspect all offices and be in close and personal contact with all examiners, at least twice yearly.

The close supervision of examinations has had the effect of diminishing, to a minimum, violations of the Masters and Mates' Act. Several reports of contravention were inquired into. No prosecutions have been entered, but due warning against a repetition was given. The investigation of such reports and the examination of recommended candidates to fill vacancies, caused by the resignation of examiners, have been the cause of frequent absence from the office.

I have the honour to be, sir,

Your obedient servant,

L. A. DEMERS,

Chief Examiner.

October 11, 1907.

#### CERTIFICATES TO MASTERS AND MATES.

During the nine months ended March 31, 1907, 12 masters, 18 mates and 18 second mates' seagoing certificates of competency; 88 masters' and 53 mates' coasting or inland certificates of competency; and 1 master's coasting certificate of service, were issued.

The total amount collected in fees from applicants for examination during the nine months ended March 31, 1907, was \$2,294.50, and the amount expended on account of this service was \$5,934.16, an excess of expenditure over receipts of \$3,639.66.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871:

	Expenditure.	Receipts.
	\$ cts.	\$ cts.
Fiscal year ended June 30, 1871.....	1,410 45	
" " 1872.....	4,312 07	1,344 00
" " 1873.....	6,466 18	4,963 00
" " 1874.....	4,520 19	2,995 00
" " 1875.....	5,696 62	2,715 00
" " 1876.....	4,672 08	2,021 87
" " 1877.....	4,050 00	1,740 50
" " 1878.....	4,249 76	1,296 50
" " 1879.....	4,250 12	1,334 50
" " 1880.....	4,253 43	1,547 00
" " 1881.....	3,888 41	1,333 50
" " 1882.....	3,965 19	1,152 50
" " 1883.....	4,021 20	1,314 00
" " 1884.....	3,909 59	9,437 50
" " 1885.....	4,324 15	2,897 00
" " 1886.....	5,245 28	2,152 00
" " 1887.....	4,855 98	2,173 00
" " 1888.....	5,060 96	3,220 80
" " 1889.....	4,381 04	2,202 00
" " 1890.....	4,117 83	2,186 00
" " 1891.....	4,225 24	2,586 00
" " 1892.....	4,363 88	2,194 00
" " 1893.....	4,166 99	2,484 00
" " 1894.....	3,721 33	2,904 04
" " 1895.....	3,758 29	3,974 50
" " 1896.....	4,062 92	2,307 50
" " 1897.....	3,536 29	3,754 00
" " 1898.....	3,325 40	4,800 00
" " 1899.....	3,568 26	4,486 50
" " 1900.....	3,750 69	4,221 50
" " 1901.....	3,720 25	4,806 24
" " 1902.....	3,305 59	5,288 52
" " 1903.....	4,968 36	5,790 50
" " 1904.....	7,761 17	4,796 00
" " 1905.....	5,884 74	4,643 85
" " 1906.....	7,068 15	5,526 00
" " 1907.....	5,934 16	2,294 50
Expenditure.....	164,732 14	114,883 32
Receipts.....	114,883 32	
Excess of expenditure over receipts.....	49,848 82	



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## APPENDIX No. 12.

## GENERAL SUMMARY of Expenditure for nine months to March 31, 1907.

Service.	Amount.	Total.
	\$ cts.	\$ cts.
<b>Ocean and River—</b>		
Dominion steamers.....	447,139 08	
Examination of masters and mates.....	5,934 18	
Rewards for saving life, life-boats, &c.....	9,025 89	
Investigations into wrecks.....	8,662 18	
Schools for navigation.....	4,891 69	
Registration of Canadian shipping.....	1,506 53	
Removal of obstructions in navigable rivers.....	7,377 20	
Tidal service.....	19,214 79	
Winter mail service.....	11,998 01	
Marine biological station.....	1,537 04	
Cattle inspection.....	2,743 80	
Wrecking plant.....	15,000 00	
Hudson's Bay expedition.....	33,871 86	
patrol boat.....	29,977 91	
Icebreaking steamer <i>Lady Grey</i> .....	66,283 51	
Quebec Coal Company's claim.....	1,000 00	
Arresting two sailors of the <i>Hector</i> .....	148 75	
H. M. Stewart.....	171 00	
Unforeseen expenses.....	3,213 62	
		669,717 04
<b>Lighthouse and coast—</b>		
Salaries and allowances of lightkeepers.....	197,235 03	
Agencies, rents and contingencies.....	22,076 58	
Maintenance and repairs to lighthouses.....	499,597 86	
Construction of lighthouses and apparatus.....	1,159,906 40	
Breaking ice in Thunder bay.....	21,303 85	
Signal service.....	6,859 68	
Marconi stations.....	53,532 19	
Pilotage.....	21,490 73	
Repairs to wharfs.....	1,747 15	
Salaries, temporary clerks.....	14,477 16	
Georgian bay and Parry Sound buoys.....	4,500 43	
		2,002,727 06
<b>Scientific institutions and hydrographic surveys—</b>		
Observatory, Toronto.....	2,313 67	
"    Kingston.....	375 00	
"    Montreal.....	375 00	
Meteorological service.....	75,163 20	
Hydrographic surveys.....	48,435 32	
		162 662 19
Dredge "No. 15".....		150,000 00
<i>Cap a la Roche</i> .....		1,347 87
<i>Galveston</i> .....		50,089 77
Ship channel.....		419,398 19
Compensation to L. O'Brien.....		2,200 00
Marine hospitals.....	37,362 11	
Shipwrecked and distressed seamen.....	793 56	
		38,155 67
Steamboat inspection.....		32,459 55
Returns for Parliament.....	634 36	
K. Falconer, reorganizing system of book-keeping.....	25,000 00	
		25,634 36
Civil government, salaries.....	68,995 81	
"    contingencies.....	14,182 31	
		83,178 12
Total Marine Branch.....		3,637,569 83
"    Fisheries Branch.....		534,669 90
Fishing bounty.....		159,015 75
		4,313,255 47

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## APPENDIX No. 13.

1906-1907.

STATEMENT of Revenue of Marine and Fisheries Department for the fiscal year ended  
March 31, 1907.

Service.	Amount.	Refunds.	Total.
	\$ cts.	\$ cts.	\$ cts.
Harbours, piers and wharfs.....	14,637 30	1,531 39	13,105 91
Dominion steamers—			
<i>Minto</i> .....	9,075 23		
<i>Stanley</i> .....	7,793 65		
<i>Champlain</i> .....	4,831 46		
			21,700 34
Winter mail service.....	630 59	53 57	577 02
Examination, masters and mates.....			2,294 50
Fines and forfeitures.....	389 20	150 00	239 20
Steamboat inspection fund.....	1,988 64		
engineers' certificates.....	1,000 00		
			2,988 64
Sick mariners' fund.....	44,894 81	190 22	44,704 59
Signal station.....			554 00
Decayed pilots' fund.....			2,239 34
Pilots' expense account.....			52 13
Pilots' licenses.....			43 50
Marine register fees.....			39 67
Casual revenue, sundries—			
Marine.....	12,291 12		
Fisheries.....	6,067 10		
	18,358 22	636 82	17,721 40
			106,260 24
FISHERIES.			
Ontario.....	349 10		349 10
Quebec.....	8,145 97	2,400 00	5,745 97
Nova Scotia.....	3,118 73		3,118 73
New Brunswick.....	9,153 08		9,153 08
Prince Edward Island.....	1,300 94		1,300 94
Manitoba.....	2,285 98		2,285 98
Northwest Territories.....	358 00		358 00
British Columbia.....	29,903 95		29,903 95
Yukon.....	173 00		173 00
Franklin district.....	100 00		100 00
Hudson Bay.....	10 00		10 00
Alberta.....	2 50		2 50
Saskatchewan.....	509 00		509 00
			53,010 25
<i>Modus vivendi</i> .....	4,134 00		4,134 00
			163,404 49

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## APPENDIX No. 14.

WHARFS, Piers and Harbours, 1906-7.

Name of Wharfs.	Amounts.	Name of Wharfs.	Amounts.
<i>Ontario</i>	\$ cts.	<i>Nova Scotia—Concluded.</i>	\$ cts.
Barrys Bay.....	143 33	Bayfield.....	16 92
Blind River.....	544 22	Bear Point.....	3 18
Bruce Mines.....	84 11	Belliveau Cove.....	48 90
Echo Bay.....	124 26	Black Point.....	14 26
Fort William, harbour dues.....	79 70	Bridgewater, harbour dues.....	54 50
Goderich.....	3 65	Brooklyn.....	23 54
Hilton.....	176 97	Canada Creek.....	3 38
Honora.....	10 19	Centreville.....	95 10
Kingsville.....	105 39	Church Point.....	24 43
Leamington.....	62 08	Cranberry Head.....	3 70
L'Orignal.....	198 29	Delaps Cove.....	2 99
Midland.....	52 05	D'Escousse.....	7 16
North Bay.....	3 97	Digby.....	1,861 00
Oshawa.....	199 19	Drum Head.....	0 72
Pelee Island.....	125 76	Granville Centre.....	25 41
Pembroke.....	81 96	Halls Harbour.....	22 46
Port Arthur, harbour dues.....	141 00	Hampton.....	8 92
Port Finlay.....	84 74	Harbourville.....	11 52
Providence Bay.....	63 40	Horton Landing.....	10 34
Richards Landing.....	156 71	International pier, Sydney, harbour dues.....	108 00
Rondeau.....	23 25	Jordan Bay.....	4 96
Sheguandah.....	85 13	Louisburg.....	55 50
Southampton.....	140 84	Margaretsville.....	61 77
Thessalon.....	130 08	Lunenburg.....	0 50
Warton.....	24 00	Meteghan Cove.....	40 45
	2,844 27	Meteghan River.....	18 85
<i>Quebec.</i>		Morden.....	4 32
Anse St. Jean.....	58 91	Oak Point (Kingsport).....	200 00
Anse aux Cascons.....	64 15	Ogilvie.....	14 12
Baie St. Paul.....	107 77	Parrsboro'.....	11 08
Beauport.....	20 00	Parkers Cove.....	44 33
Berthier.....	53 05	Picketts.....	60 33
Cap à l'Aigle.....	44 77	Port Dufferin.....	19 86
Carleton.....	1 53	Port George.....	44 48
Chicoutimi.....	494 07	Port la Tour.....	33 08
Coteau du Lac.....	8 22	Port Matoun.....	7 99
Coteau Landing.....	16 07	Port Lorne.....	37 94
Grand River.....	139 68	Port Morien.....	134 07
Isle aux Grues.....	1 51	Port Hawkesbury.....	417 68
Isle Perrot.....	29 19	Poulamond.....	25 07
Lacolle.....	17 81	Saulnierville.....	21 47
Les Eboulements.....	95 92	Shag Harbour.....	10 42
Longueuil.....	3 00	Swims Point.....	24 39
Matane.....	211 20	Tiverton.....	1 46
Magog.....	46 92	West Pubnico.....	10 08
Murray Bay.....	147 85	White Head.....	6 03
New Carlisle.....	41 00	Wolfeville.....	20 70
Paspébiac.....	12 07	Whycocomah.....	22 99
Perot.....	172 98		
Port Daniel.....	119 58	Total.....	3,876 63
Rivière du Loup.....	351 96		
St. Alphonse.....	210 30	<i>New Brunswick.</i>	
St. Irene.....	1 50	Anderson's Hollow.....	106 76
St. Jean d'Orleans.....	65 97	Black River.....	2 48
St. Johns, harbour dues.....	313 00	Buctouche.....	33 42
St. Cecile du Bic.....	6 75	Campbellton.....	1,047 48
St. Laurent.....	27 35	Carsquet.....	15 06
St. Nicholas.....	25 00	Cape Tormentine.....	570 66
St. Thomas de Montmagny.....	2 10	Cocagne.....	1 71
St. Zotique.....	7 88	Dalhousie.....	139 73
Sorel, harbour dues.....	124 50	Hopewell Cape.....	24 91
Tadoussac.....	81 70	Quaco.....	5 85
	3,125 26	Tracadie.....	44 79
<i>Nova Scotia.</i>		Two Rivers.....	3 00
Babin's Cove.....	8 69		
Barrington.....	167 59	Total.....	1,995 85

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WHARFS, Piers and Harbours, 1906-7—*Continued.*

Name of Wharfs.	Amounts.	Name of Wharfs.	Amounts.
	\$ cts.		\$ cts.
<i>Prince Edward Island.</i>		<i>Prince Edward Island—Concluded.</i>	
Annandale.....	55 73	Pownal.....	25 83
Bay View.....	0 96	Sturgeon.....	26 41
Belfast.....	69 34	Tignish.....	10 34
Chapel Point.....	15 06	Vernon River.....	39 91
China Point.....	22 62	Wood Island.....	3 89
Crapaud and Victoria.....	220 70		
Charlottetown.....	262 36	Total.....	1,001 90
Georgetown.....	5 89		
Hickeys.....	32 40	<i>British Columbia.</i>	
Hurds Point.....	57 88	Comox, harbour dues.....	146 00
Kiers Shore.....	80 59	Victoria and Esquimaux, harbour dues.....	116 00
Lambert and Stevens.....	0 93		
Murray Harbour, North.....	9 11	Total.....	262 00
North Cardigan.....	30 25		
Pinette.....	31 71		

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## APPENDIX No. 15.

STATEMENT of Sick Mariners' Dues collected for the Fiscal Year ended March 31, 1907.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia—Concluded.</i>	\$ cts.
Caspé.....	102 88	Liverpool.....	51 98
Montreal.....	3,522 02	Lockeport.....	2 64
Paspebiac.....	285 40	Nunenburg.....	479 48
Perceé.....	146 66	North Sydney.....	800 18
Quebec.....	3,443 34	Parrsboro.....	600 74
Rimouski.....	241 60	Pictou.....	150 76
St. Armand.....	12 16	Port Hawkesbury.....	277 04
St. Johns.....	956 86	Port Hood.....	0 52
Sorel.....	36 50	Shelbourne.....	52 72
Three Rivers.....	77 88	Sydney.....	1,939 31
Total.....	8,825 30	Weymouth.....	176 60
		Windsor.....	403 58
		Yarmouth.....	449 00
<i>New Brunswick.</i>		Total.....	13,560 63
Bathurst.....	315 76		
Campbellton.....	163 56	<i>British Columbia.</i>	
Chatham.....	580 30	Nanaimo.....	5,032 72
Dalhousie.....	562 92	New Westminster.....	160 28
Moncton.....	348 94	Vancouver.....	1,447 30
Newcastle.....	418 72	Victoria.....	5,732 10
Sackville.....	96 42	Total.....	12,372 40
St. John.....	7,429 28		
St. Stephen.....	83 50	<i>Prince Edward Island.</i>	
Total.....	9,999 40	Charlottetown.....	118 66
		Summerside.....	18 42
<i>Nova Scotia.</i>		Total.....	137 08
Amherst.....	288 56	Total dues collected.....	44,894 81
Annapolis.....	80 82	Less Refunds.....	190 22
Arichat.....	7 88	Grand total.....	44,704 59
Baddeck.....	110 66		
Barrington.....	8 22		
Canso.....	106 22		
Digby.....	146 86		
Glace Bay.....	1 24		
Halifax.....	7,401 64		
Kentville.....	23 98		

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## APPENDIX No. 16.

STATEMENT of Steamboat Inspection Dues collected during the Fiscal Year ended  
March 31, 1907.

<i>Ontario.</i>		\$ cts.	<i>British Columbia.</i>		\$ cts.
Windsor.....		138 40	Vancouver.....		109 52
Total.....		138 40	Victoria.....		155 44
			Total.....		264 96
<i>Quebec.</i>			<i>Yukon Territory.</i>		
Quebec.....		130 00			
Total.....		130 00			
<i>Nova Scotia.</i>			Dawson.....		120 24
Halifax.....		1,242 64	Total.....		120 24
North Sydney.....		92 40	Total dues collected.....		1,988 64
Total.....		1,335 04	Engineers' certificates.....		1,000 00
			Grand total.....		2,988 64

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## APPENDIX No. 17.

STATEMENT of Receipts from the Lighthouse and Coast Service of Canada for the  
Fiscal Year ended March 31, 1907.

	\$	cts.
The Collector of Customs, Halifax, N.S., Signal Station Dues.....	554	00
Total.....	554	00

7-8 EDWARD VII., A. 1908

## APPENDIX

## STATEMENT of Expenditure by the Marine Department

	1868.	1869.	1870.	1871.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>Maintenance of lights—</b>				
Above Montreal.....	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District.....	23,053 56	25,782 54	21,689 49	22,453 52
Below Quebec.....	45,615 35	41,651 73	42,730 61	31,582 75
Nova Scotia.....	46,460 72	56,394 88	42,682 86	76,280 77
New Brunswick.....	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island.....				
British Columbia.....				
<b>Construction—</b>				
Above Montreal.....	3,136 15		2,976 83	8,770 55
Quebec.....	7,323 75	7,492 59	1,543 06	
Nova Scotia.....	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick.....			11,555 91	8,735 73
Prince Edward Island.....				
British Columbia.....				
<b>Dominion steamers—</b>				
Quebec.....	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia.....	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick.....				
Prince Edward Island.....				
British Columbia.....				
<b>Examination of masters and mates.</b>			908 12	1,407 66
Hudson Bay expedition.....				
Investigation into wrecks.....			140 00	
Marine Hospital, Quebec.....	19,977 36	19,221 45	21,618 73	19,823 18
Marine hospitals.....	1,070 86	15,615 71	15,652 82	15,728 93
Meteorological service.....	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian shipping.....				
Removal of obstructions.....			2,350 07	1,000 00
Rewards for saving life.....				
Signal service.....				
Steamboat inspection.....	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay.....				
Water Police, Montreal.....	27,445 35	10,238 71	9,323 31	8,080 00
Quebec.....		12,633 59	9,035 82	9,379 73
Civil Government.....	15,083 88	18,064 25	19,401 05	20,220 96
<b>Steam communication—</b>				
Between Quebec and Maritime Provinces.....				
Between Prince Edward Island and mainland.....				
<b>Purchase of steamers to replace—</b>				
<i>Glendon</i> .....				
<i>Lady Head</i> .....				
Winter mail service, Prince Edward Island.....				
Tidal observations.....				
Gratuities.....				
Survey, Burrard Inlet.....				
Export cattle trade.....				
	371,070 56	360,899 90	36,212 91	389,537 12



**No. 18.**

[illegible]

7-8 EDWARD VII., A. 1908

## STATEMENT of Expenditure by the Marine Department

	1881.	1882.	1883.
	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—			
Above Montreal.....	65,541 21	71,048 50	70,116 68
Montreal District.....	14,326 36	21,643 05	22,260 32
Below Quebec.....	89,781 29	91,098 66	102,784 90
Nova Scotia.....	128,918 59	137,846 15	150,793 17
New Brunswick.....	63,921 90	66,073 00	75,946 92
Prince Edward Island.....	12,997 36	16,985 72	17,907 27
British Columbia.....	17,570 72	17,803 00	18,349 06
Cape Race.....			
Construction—			
Above Montreal.....	14,180 02	13,581 00	9,782 27
Quebec.....	7,539 76	3,731 31	9,672 55
Nova Scotia.....	7,757 52	13,355 00	9,422 70
New Brunswick.....	4,578 52	2,253 80	1,022 57
Prince Edward Island.....	8,150 06	3,092 00	1,934 49
British Columbia.....	8,655 39	3,237 90	1,005 26
Queen's Printer.....			
Dominion steamers—			
Quebec.....	64,973 00	44,923 98	45,156 13
Nova Scotia.....	36,700 00	31,049 74	37,841 07
New Brunswick.....			
Prince Edward Island.....	15,139 95	23,911 97	19,680 00
British Columbia.....	11,788 09	8,504 61	25,484 00
Department.....			
Examination of masters and mates.....	3,888 41	3,981 00	4,021 20
Hudson's Bay expedition.....			
Investigation into wrecks.....	310 48	863 19	875 64
Marine Hospital, Quebec.....	19,964 33	19,938 12	19,998 53
Marine hospitals.....	32,218 94	33,162 45	29,880 78
Meteorological service.....	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping.....	607 43	2,013 28	168 64
Removal of obstruction.....	150 00	1,116 51	35 80
Rewards for saving life.....	1,806 13	2,212 00	2,534 60
Signal service.....			3,365 33
Steamboat inspection.....	12,211 65	14,835 00	16,209 00
Hydrographic surveys.....			77 81
Water Police, Montreal.....	21,953 26	21,994 74	15,798 24
Water Police, Quebec.....	13,497 81	20,221 82	22,520 41
Civil Government.....	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces.....			
Between Prince Edward Island and mainland.....			
Repairs to wharfs.....			
Purchase of steamers to replace—			
Stanley.....			399 55
Glendon.....			
Lady Head.....			
Winter mail service, Prince Edward Island.....			
Tidal observations.....			
Gratuities.....			
Survey, Burrard Inlet.....			
Export cattle trade.....			
Survey, Bay of Quinté.....			
Relief of distressed Canadians.....			
Manning ships.....			
Widow of late A. Warren.....			
McDonald Bros.....			
Parliamentary returns.....			
Investigating effect of Chicago drainage canal.....			
John McDonald.....			
Longitude, Montreal.....			
Marine biological station.....			
	761,730 62	774,831 53	825,010 82

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**from Confederation to March 31, 1907—Continued.**

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## STATEMENT of Expenditure by the Marine Department

	1892.	1893.	1894.	1895.	1896.	1897.	1898.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>Maintenance of lights—</b>							
Above Montreal.....	87,033 61	87,598 15	78,090 69	82,541 16	82,256 28	80,961 06	87,841 22
Montreal District.....							
Below Quebec.....	116,531 27	120,404 19	124,348 80	124,783 81	124,143 66	126,186 00	116,279 88
Nova Scotia.....	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19	126,386 00
New Brunswick.....	66,889 69	71,079 46	59,917 96	69,654 46	63,018 64	56,771 02	67,368 98
Prince Edward Island.....	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	18,429 23	18,112 83
British Columbia.....	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52	26,862 03
General account.....							
<b>Construction—</b>							
Above Montreal.....	21,704 05	8,786 62	12,581 15	2,699 40	11,993 84	9,527 94	6,867 69
Quebec.....	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26	3,649 60
Nova Scotia.....	1,965 16	4,381 24	3,104 77	4,737 03	1,842 84	61 71	4,067 99
New Brunswick.....	1,845 35	1,271 15	115 45	1,597 80	200 00	1 00	1,423 34
Prince Edward Island.....	1 56	2,958 61	1,604 00			452 90	1,409 60
British Columbia.....	9,478 81		6,356 43	180 83	225 50	569 99	6,414 19
Lake St. Peter.....							
New dredge.....							
<b>Dominion steamers—</b>							
Quebec.....							
Nova Scotia.....							
New Brunswick.....	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11	117,644 39
Prince Edward Island.....							
British Columbia.....							
Naval schools.....							
<b>Examinations of masters &amp; mates.....</b>	6,363 88	4,116 99	3,745 33	2,757 29	4,062 82	3,536 29	3,335 40
Hudson's Bay expedition.....						19,091 32	27,060 66
Investigation into wrecks.....	603 21	643 49	850 81	351 15	483 98	565 25	312 77
Lighthouse depot, Georgian Bay.....							
Marine hospitals.....	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71	38,162 56
Meteorological service.....	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71	64,135 71
Registration of Can. shipping.....	462 59	1,476 19	394 00	207 40	517 60	531 55	818 33
Removal of obstructions.....	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86	704 17
Rewards for saving life.....	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19	5,081 40
Signal service.....	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12	4,993 88
Steamboat inspection.....	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83	26,342 29
Hydrographic surveys.....	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99	15,306 66
Ship channel.....	6,161 60	5,436 23					
Civil Government.....	43,195 31	56,477 23	54,988 88	71,373 82		74,801 37	74,644 05
Repairs to wharfs.....		84 90	1,007 67	824 38	2,644 69	1,795 56	1,618 97
Purchase of steamer <i>Minto</i> .....							
Winter mail service, P.E.I.....	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05	9,575 31
Total observations.....	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 20	3,081 45
Gratuities.....			3,261 32				
Survey, Burrard Inlet.....	2,580 45						
Export cattle trade.....	1,411 57	1711 73	1,350 83	2,268 74	2,887 24		2,499 80
Survey, Bay of Quinté.....		2,085 45					
Relief of distressed Canad'ns.....				7 30			
Parliamentary returns.....					291 08		
Investigation effect Chicago drain canal.....					2,500 00		
John Macdonald.....					200 00		
Unforeseen expenses.....							
Marine biological station.....							
New life-saving station, Long Point.....							
Salaries, temporary clerks.....							
Steamer to replace <i>Bayfield</i> .....							
Observatory, Sulphur Mtn.....							
Charles Morrison.....							
Montreal Pilotage Commrs.....							
" wireless telegraphy.....							
Purchase land for wharf at Halifax, N.S.....							
Purchase land for wharf at Charlottetown, P.E.I.....							
Schools for navigation.....							
Naval militia.....							
Cattle inspection.....							
Wrecking plant.....							
Ice-breaking steamers.....							
S. Shaw.....							
Salaries, lightkeepers.....							
Agencies, rents, &c.....							
Maintenance and repairs.....							
Repairs to lightships.....							
Construction and apparatus.....							

## SESSIONAL PAPER No. 21

from Confederation to March 31, 1907—Continued.

1899.	1900.	1901.	1903.	1903.	1904.	1905.	1906.	1907.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38		
136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74		
65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27		
128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44		
20,569 81	42,878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32		
29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59		
			46 75					
3,729 62	7,094 64	12,499 99						
37,838 80	40,319 03	17,060 13						
3,123 16	4,884 22	12,832 69	158,714 09	399,487 73	540,675 07	1,447,202 77		
91 49		266 34						
616 96	5,586 91	922 00						
19,305 60		4,160 74						
		660 03						
						93,938 90		
						10,745 36		
145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	476,907 20	587,885 89	
					6,106 54	3,123 24		
3,568 26	3,750 69	3730 25	3,305 59	4,968 36	7,761 17	5,884 74	7,068 15	
982 17	773 06	1,022 65	1,824 55	1,367 45	178,638 94	236,469 12	132,707 52	
					3,570 28	5,111 34	7,476 07	
37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56	50,120 42	
73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21	99,719 52	
966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14	1,800 00	
745 49	252 19	1,000 00	1,325 25	682 98	752 60	9,521 68	4,967 15	
7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91	11,991 43	
6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44	8,184 39	
28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75	37,590 22	
13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98	120,349 69	
						511,171 41	587,957 51	
72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31		
144,365 26	41,951 88	1,261 06	2,824 28	1,721 91	1,300 89	1,590 61	2,960 47	
8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74	16,680 58	
5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24	28,047 77	
			136 85	1,050 00	1,210 00	2,340 00		
2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35		
		133 32		95 10		269 20		
		1,659 14						
	3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 19	3,765 17	
5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69	2,914 03	
			1,780 52					
			2,967 35	6,945 96	11,448 10	15,881 35	19,947 01	
			50,000 00					
			55 00	3,167 62				
			223 00	1,745 23	2,050 00	10,776 51		
			3,691 69	3,528 25	18,847 31	40,785 11	88,033 87	
					15,119 11			
					13,000 00			
							5,036 29	
							9,135 87	
							3,335 52	
							25,000 00	
							164,414 93	
							39 33	
							242,403 64	
							29,739 50	
							531,920 43	
							23,560 00	
							1,605,778 59	

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## STATEMENT of Expenditure by the Marine Department

	1892.	1893.	1894.	1895.	1896.	1897.	1898.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Submarine signal apparatus.....							
Administration of pilotage.....							
Ferry Sound Buoy Depot.....							
Compensation re explosion of gas buoys.....							
Water system, Partridge Id.....							
Observatory, Toronto.....							
Hydrogr. str., Montreal.....							
Hydrogr. str., Atlantic coast.....							
Hydrogr. str., Pacific coast.....							
New dredge, No. 15.....							
Shipwrecked and distressed seamen.....							
Parliamentary returns.....							
Gratuities.....							
Civil Government, salaries.....							
conting:.....							

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from Confederation to March 31, 1907—*Continued.*

1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
							50,547 60	
							12,066 42	
							11,711 17	
							38,686 40	
							2,957 37	
							2,872 96	
							500 00	
							45,500 00	
							370 01	
							150,001 32	
							159,847 89	
							598 91	
							485 11	
							616 66	
							88,453 31	
							19,506 45	
							5,065,252 66	

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STATEMENT of Expenditure by Marine Department from Confederation to March 31,  
1907—*Concluded.*

EXPENDITURE for the Nine Months to March 31, 1907.

Service.	Amount.	Total.
	\$ cts.	\$ cts.
<b>Ocean and river—</b>		
Dominion steamers.....	447,139 03	
Examination of masters and mates.....	5,934 16	
Rewards for saving life—life-boats, &c.....	9,025 89	
Investigations into wrecks.....	8,662 16	
Schools for navigation.....	4,891 69	
Registration of Canadian shipping.....	1,506 53	
Removal of obstructions in navigable waters.....	7,377 20	
Tidal service.....	19,214 79	
Winter mail service.....	11,998 01	
Marine biological stations.....	1,537 04	
Cattle inspection.....	2,743 80	
Wrecking plant.....	15,000 00	
Hudson's Bay expedition.....	33,871 95	
patrol boat.....	29,977 91	
Ice-breaking steamer <i>Lady Grey</i> .....	66,293 51	
Quebec Coal Company's claim.....	1,000 00	
Arresting two sailors of the <i>Hector</i> .....	148 75	
H. M. Stewart, clothing destroyed by fire.....	171 00	
Unforeseen expenses.....	3,213 62	669,717 04
<b>Lighthouse and coast—</b>		
Salaries and allowances of lightkeepers.....	197,235 03	
Agencies, rents and contingencies.....	22,076 58	
Maintenance and repairs to lighthouses.....	499,597 86	
Construction of lighthouses and apparatus.....	1,159,906 40	
Breaking ice in Thunder Bay.....	21,303 85	
Signal service.....	6,859 68	
Marconi stations.....	53,532 19	
Pilotage.....	21,490 73	
Repairs to wharfs.....	1,747 15	
Salaries, temporary clerks.....	14,477 16	
Georgian Bay and Parry Sound buoys.....	4,500 43	2,002,727 06
<b>Scientific institutions and hydrographic surveys—</b>		
Observatory, Toronto.....	2,313 67	
" Kingston.....	375 00	
" Montreal.....	375 00	
Meteorological service.....	75,163 20	
Hydrographic surveys.....	84,435 32	162,662 19
Dredge No. 15.....		150,000 00
Cap à la Roche.....		1,347 87
<i>Galveston</i> .....		50,089 77
Ship channel.....		419,398 19
Compensation to L. O'Brien.....		2,200 00
Marine hospitals.....	37,362 11	
Shipwrecked and distressed seamen.....	793 56	38,155 67
Steamboat inspection.....		32,459 55
Returns for Parliament.....	634 36	
K. Falconer, reorganising system of bookkeeping.....	25,000 00	25,634 36
		83,178 12
<b>Civil Government, Salaries.....</b>	68,995 81	
Contingencies.....	14,182 31	83,178 12
<b>Total, Marine Branch.....</b>		3,637,569 82
Fisheries Branch.....		534,669 90
<b>Fishing bounty.....</b>		159,015 75
		4,331,255 47



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APPENDIX No. 19.

RECORD of Live Stock Shipped from Port of Montreal for the Fiscal Year 1906-7.

No.	Date.	Sheep.	Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number of Men.
					Lbs.	Lbs.	
162	July 1, 1906, to November 30, 1906.....	6,902	92,655	603	28,340,160	4,466,200	3,683
55	May 1, 1907, to June 30, 1907.....	2,067	27,684	58	7,403,700	2,382,370	1,088
217	Total for year ending June 30.....	8,969	120,339	661	35,743,860	6,848,570	4,771

	Sheep.	Cattle.	Horses.
Total for the year 1905-06.....	19,077	126,871	568
" 1904-05.....	49,422	108,553	279
" 1903-04.....	57,741	133,594	361
" 1902-03.....	44,330	101,508	456
" 1901-02.....	46,350	71,639	1,089

H. DELORME,  
JAS. O'GRADY,  
*Inspectors.*

SHIPMENT OF LIVE STOCK.

The number of cattle shipped from this port during the season of 1906-7 was as follows:—

Months.	SHEEP.		CATTLE.		Horses. Shipped.	Hay.	Grain.	Men.
	Shipped.	Lost.	Shipped.	Lost.				
1906.						Lbs.	Lbs.	
July.....			600			168,215		23
December.....	760	20	7,196	17	27	2,110,500	437,490	285
1907.								
January.....	377	1	6,387	17	17	1,865,700	503,020	241
February.....	234	4	5,446	13		1,651,190	469,800	209
March.....			5,157	8	15	1,437,350	435,300	182
April.....			5,641	19		1,614,550	473,800	211
May.....			781	3		234,600	62,500	33
	1,371	25	31,208	77	59	9,082,105	2,381,710	1,183

Certificate No. 18 shows 486, where 408 were sent, a difference of 68.

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Messrs. Wm. Thomson & Son report, under date of May 6, that SS. *Manchester Shipper*, January 30, had 3 cattle lost where 5 were reported, a difference of 2. This makes the corrected shipments as follows:—

Months.	SHEEP.		CATTLE.		Horses Shipped.	Hay.	Grain.	Men.
	Shipped.	Lost.	Shipped.	Lost.				
.....	1,371	25	31,140	75	59	Lbs. 9,082,105	Lbs. 2,381,710	1,183

HALIFAX, N.S., October 15, 1907.

Lieut.-Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to report that no live stock was shipped from this port during the winter of 1906-7.

I have the honour to be, sir,  
Your obedient servant,

NEIL HALL,  
Port Warden.

SESSIONAL PAPER No. 21

APPENDIX No. 20.

STATEMENT giving Names and Stations of Light-keepers, &c., in the Dominion.

ABOVE MONTREAL.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Armstrong, John.....	Kaministiquia River.....	April 28, 1894..	300 00
Alexander, Andrew.....	Lamb Island.....	" 26, 1897..	500 00
Armstrong, Robt.....	Richards Landing.....	June 23, 1904..	40 00
Barnes, Isaac.....	Gravenhurst.....	Mar. 20, 1906..	100 00
Beechler, F.....	South River.....	July 2, 1903..	80 00
Baker, Henry F.....	Clapperton Island.....	Dec. 2, 1895..	350 00
Beauchamp, Moise.....	Way Shoal.....	Nov. 20, 1906..	100 00
Boyd, Robert P.....	Cole Shoal.....	April, 9, 1884..	250 00
Boyd, Wm. S.....	Griffith Island.....	May 14, 1889..	400 00
Butler, Silas L.....	Port Dover.....	July, 15, 1897..	300 00
Baxter, Wm. L.....	Breboeuf Range.....	Nov. 23, 1885..	400 00
Boucher, Antoine.....	Caribou Island.....	May 3, 1907..	1,000 00
Boucher, Francois.....	Aylmer Island.....	Nov. 17, 1882..	175 00
Bamford, Robert.....	Bamford Island.....	June 21, 1888..	250 00
Bertrand, Félix.....	Coulouge Lake.....	April 2, 1892..	100 00
Boyd, Wm. M.....	Kagawong.....	" 13, 1893..	72 00
Boyter, A. B.....	Narrow Island.....	Jan. 3, 1898..	250 00
Boyter, David.....	Little Current lights.....	April 22, 1902..	350 00
Brown, James.....	Southampton Harbour.....	June 29, 1904..	150 00
Ball, J. H.....	Missisagi Strait, Light and Fog Alarm.....	May 7, 1900..	750 00
Black, W. H.....	Kingsville Range.....	July 27, 1902..	150 00
Borron, Mrs. E. B.....	French river Range.....	Jan. 30, 1903..	500 00
Burmister, John F.....	Nottawasaga Island.....	May 2, 1904..	500 00
Brophy, J. J.....	BroTn or Knapp Point.....	" 9, 1905..	180 00
Claude, Benj.....	Dorval.....	Sept. 7, 1872..	300 00
Collins, Allen.....	Christian Island.....	Mar. 25, 1891..	*425 00
Cross, Manly R.....	Gananoque Narrows and Jack Straw Shoal Light.....	Aug. 25, 1896..	550 00
Campbell, Robert.....	Goderich.....	June 9, 1886..	400 00
Craig, Wm.....	Thunder Cape Light and Fog Alarm.....	May 17, 1892..	700 00
Cook, Sheldon B.....	Long Point Light and Fog Alarm.....	June 9, 1897..	700 00
Campbell, John.....	McTavish Point.....	Nov. 18, 1896..	100 00
Cartier, H. J.....	Thames River.....	Oct. 19, 1884..	425 00
Cooper, John.....	Port Arthur.....	" 14, 1882..	†300 00
Cosgrove, George.....	Victoria Island, Lake Superior.....	Nov. 14, 1889..	350 00
Columbus, Christopher.....	Penetanguishene and Whisky Island.....	Mar. 18, 1893..	400 00
Conover, Forrest H. C.....	Leamington.....	April 24, 1883..	150 00
Cox, John.....	Morrison or Hawley Island.....	June 22, 1887..	100 00
Chabot, Joseph.....	Papineauville Range.....	" 17, 1897..	100 00
Connors, Frank.....	Point Pleasant.....	Oct. 13, 1898..	300 00
Chase, H. J.....	Weller Bay.....	Nov. 4, 1898..	150 00
Caegrain, Mrs. Kate.....	Glengarry or Stonehouse Point.....	May 29, 1903..	50 00
Currie, Archibald.....	Tobermory.....	Oct. 12, 1903..	250 00
Cowan, Thos. M.....	Stag Island Shoal.....	Nov. 3, 1903..	150 00
Chapman, Richard.....	Cape Croker Light and Fog Alarm.....	" 13, 1902..	1,080 00
Clark, Jr. H.....	Port Colborne Breakwater, Light and Fog Alarm.....	May 30, 1904..	600 00
Cross, J. W.....	Silver Islet Range.....	May 18, 1905..	100 00
Caegrain, René.....	Caretaker, Cornwall lights.....	April 1, 1906..	300 00
Daviesau, Joseph.....	Corbay Point.....	May 27, 1890..	350 00
Daviesau, Hyacinthe.....	Michipicoten Island.....	July 1, 1881..	400 00
Douast, Dosthée.....	McKie Point.....	Sept. 21, 1893..	175 00
Davis, John H.....	Pigeon Island.....	May 16, 1896..	350 00
Dick, Andrew.....	Porphyry Point.....	Aug. 10, 1880..	450 00
Dutcher, Samuel.....	Meaford.....	May 7, 1877..	200 00
Darling, Thomas.....	Southeast Bay.....	Jan. 31, 1891..	80 00
Dixon, Joseph G.....	Rosseau.....	July 21, 1890..	100 00
Deault, Alphonse.....	Beauharnois Lights.....	April 14, 1903..	*200 00
Dulmage, Dorland.....	Outer Drake or False Ducks Light and Fog Alarm.....	May 19, 1903..	700 00
Duncan, H. G.....	Wilson Channel Range.....	" 1905..	350 00

\* Allowance of \$10 per annum for boat.

† Allowance of \$100 per annum, looking after lighted buoys in vicinity.

7-8 EDWARD VII., A. 1908

## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## ABOVE MONTREAL—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Ead, Mrs. C.	Port Stanley	May 15, 1890.	300 00
Felan, Maurice	Oakville.	April 28, 1894.	150 00
Fortier, David H. A.	Port Colborne Range Lights and Fog Alarm.	11, 1886.	550 00
Fellowes, W. R.	Rondeau Harbour.	Dec. 18, 1888.	†350 00
Filiatreault, Thomas	Coteau Landing.	May 27, 1890.	140 00
Fieldsted, T.	Gull Harbour, Lake Winnipeg.	6, 1904.	150 00
Fitzpatrick, —	Trenton Harbour Range.	Jan. 27, 1906.	125 00
Gloude, Benj.	Point Claire.	Aug. 1, 1907.	100 00
Gloude, Benjamin.	Dorval.	Sept. 7, 1872.	300 00
Gillespie, Wm.	Wolfe Island.	Mar. 16, 1885.	250 00
Gordon, Robert.	Cobourg.	May 16, 1883.	180 00
Grant, Mrs. James.	Port Maitland.	June 29, 1907.	300 00
Griffith, Alfred H.	Giant Tomb.	Sept. 17, 1898.	250 00
Gourley, jr., John.	Manitowaning.	July 3, 1900.	150 00
Gilbert, Philip.	Warton Pole Light.	Sept. 5, 1902.	75 00
Graham, W.	Graham Front Light on Wharf.	Dec. 19, 1904.	75 00
Gaulin, E. J.	Pelee Passage.	Aug. 2, 1904.	500 00
Hanson, Ole.	Point au Baril.	July 10, 1907.	300 00
Hackett, Mrs. A.	Bois Blanc.	June 27, 1901.	435 00
Hill, Thomas H.	Lancaster.	Aug. 27, 1877.	325 00
Haitze, Jean.	Lonely Island.	May 11, 1885.	450 00
Hawkins, David B.	Peninsula Harbour.	Aug. 31, 1891.	500 00
Harvey, James.	Thessalon.	Nov. 23, 1897.	300 00
Humes, David.	Stribling Point Range.	Aug. 27, 1902.	180 00
Hughes, Wm.	Red River, Man.	Feb. 12, 1892.	350 00
Johnson, Isaac S.	Cherry Island.	Nov. 5, 1883.	300 00
Jeffrey, Carson.	Nigger Island Shoal.	April 28, 1894.	200 00
Kingston City Clock.	Corporation of Kingston.	1844.	†100 00
King, Peter.	State Island Light.	Nov. 17, 1903.	400 00
Knapp, Charles.	Lion's Head Wharf Light.	Oct. 28, 1903.	75 00
Kilroy, Wm.	Arnprior Island.	1, 1905.	150 00
King, jr., J. J.	Sulphur Island.	May 15, 1905.	300 00
Lidwell, jr., J. L.	Middle Island.	June 2, 1906.	350 00
Labelle, Louis.	Deep River Islet.	May, 5, 1897.	100 00
Lafleur, Jos.	Ste. Placide.	May, 25, 1907.	140 00
Léger, Thomas.	Lower End Lake St. Louis Lights and Lightships	Jan. 5, 1905.	500 00
Lamondin, Louis.	Gereaux Island.	July 30, 1901.	375 00
Lowe, Robert.	Thornbury.	April 12, 1887.	80 00
Lowry, Robert M.	Port Elgin.	Mar. 14, 1896.	80 00
Laroche, J. A.	Lake Temiskaming Lights.	Oct. 6, 1899.	250 00
Lidwill, John R.	Pelee Island.	July 10, 1899.	300 00
Lacroix, H.	Oka.	Nov. —, 1898.	130 00
Laberge, Albert.	Green Shoal.	May 20, 1902.	200 00
Leblanc, J. B.	Lower Narrows.	Jan. 4, 1904.	100 00
Lunan, J. W.	Collingwood Lights.	" 2, 1904.	350 00
Langlois, L. C.	Pelee Passage.	Feb. 25, 1904.	500 00
Lundy, Thos.	Burlington Bay Lights.	May 2, 1905.	350 00
Lochore, James.	Blind River Wharf.	" 31, 1906.	60 00
Manson, Wm. A.	Pelee Passage, Lake Erie, Light and Steam Siren	Nov. 11, 1902.	650 00
Munroe, John Jacob.	Lancaster Bar.	June 8, 1892.	300 00
Mason, Lucas H.	Point aux Anglaises.	Sept. 4, 1897.	200 00
Mongeon, Charles A.	Way Shoal F. Range.	May 23, 1887.	100 00
Matheson, Norman.	Cape Robert, Algoma.	Oct. 7, 1896.	350 00
Miller, John.	Port Credit.	Dec. 16, 1897.	150 00
Morrison, Jonathan.	Ferris Island.	Mar. 24, 1898.	200 00
Matheson, Angus.	Gore Bay.	July 10, 1903.	350 00
Manson, John.	Colchester Reef, Light and Fog Bell.	May 1, 1880.	850 00
Miron, Louis.	Gargantua.	Oct. 26, 1899.	450 00
Murray, William.	Barrfield Common Range.	May 17, 1900.	150 00
Montgomery, William.	Eastern Gap Light, Toronto.	Oct. 16, 1895.	300 00
Mason, F. E.	West End of Long Point.	June 3, 1901.	400 00
Manders, Samuel.	Lower Allumette Lake.	July 26, 1901.	100 00
Martin, Edward.	Michael Point.	June 3, 1902.	120 00
Masters, Fred.	Niagara-on-the-Lake Fog Alarm.	Nov. 12, 1904.	400 00

\* An annual allowance of \$60 as house rent. † An additional \$20 per month during winter when light in operation. ‡ Allowance of \$3.50 per 1,000 ft. for gas.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

ABOVE MONTREAL—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Martin, Mrs. E. A.	Boyd Island.	Jan. 6, 1905.	250 00
Matheson, Daniel.	Black Bear Island, Lake Winnipeg.	June 22, 1899.	200 00
McKenzie, Hugh A.	Presqu'Isle, Owen Sound, Georgian Bay.		200 00
McDonald, Murdock.	Point Clark.	Jan. 8, 1897.	400 00
McDonald, Amos.	Salmon or Wicked Point.	July 12, 1897.	300 00
McKillop, Donald.	St. Anicet.	June 8, 1892.	230 00
McKay, Chas. S.	Battle Island.	Aug. 27, 1877.	500 00
McKenzie, William.	Strawberry Island.	May 4, 1893.	300 00
McLeod, Mrs. E.	McQuestion Point.	Feb. 22, 1904.	100 00
McAulay, Donald.	Saugeen.	Mar. 16, 1899.	120 00
McDonald, Lauchlin D.	Missisagi Island.	May 16, 1896.	450 00
McCool, James.	Fort William Beacon Light, Ottawa River.	23, 1887.	90 00
McIver, Malcolm.	Cherry Island.	April 1, 1907.	500 00
McKay, John.	L'yl Island.	Oct. 27, 1884.	450 00
McLean, Arch.	Owen Sound.	Dec. 23, 1897.	150 00
McGaw, Thos.	Kincardine.	June 13, 1899.	400 00
McGrath, Bernard.		Oct. 2, 1907.	350 00
McDougall, Neil.	Squaw Island.	April 25, 1901.	200 00
McKinnon, A.	Point aux Pins Lights.	May 16, 1904.	400 00
McLeod, Kenneth.	Cove Island Light and Fog Alarm.	June 19, 1903.	750 00
McMenemy, Robt.	Otter Island.	Nov. 17, 1903.	400 00
McMaster, And.	Nine Mile Point Fog Alarm.	April 1, 1900.	200 00
McPherson, George.	Bishops Bay.	Mar. 28, 1904.	150 00
McSherry, Patrick.	Gibraltar Point.	May 2, 1905.	400 00
McNab, A.	Isle Perrot.	20, 1905.	100 00
McLay, D. L.	Stokes Bay Range.	Aug. 25, 1904.	200 00
McKelvie, Geo.	Eastern Gap Fog Alarm, Toronto.	June 13, 1905.	750 00
McKimmie, John.	Niagara-on-the-Lake Range.	Mar. 30, 1905.	150 00
McKay, John.	Cockburn Island Wharf.	July 1, 1906.	50 00
Neaves, Chas.	Hamilton Island.	July 10, 1906.	300 00
Osborne, Chas.	Bronte, Ont.	Oct. 20, 1906.	250 00
Ouellette, Godfrey.	Buckom Point.	Feb. 23, 1884.	200 00
O'Connor, P.	Rainy River Lights.	June 23, 1904.	250 00
O'Brien, Wm.	Pickering.	April 14, 1904.	125 00
Ottawa Electric Light Co.	Britannia.	Oct. 1, 1904.	150 00
Parker, John.	Flower Pot Island.	May 3, 1907.	300 00
Purvis, John.	Great Duck Island Light and Fog Alarm.	Mar. 9, 1898.	700 00
Pettypiece, Stephen.	Lime Kiln Crossing.	May 11, 1888.	350 00
Prosser, John.	Fox Island.	Sept. 14, 1896.	250 00
Proudfoot, Thos.	East Neebish, Upper Range.	Nov. 4, 1898.	100 00
Poirier, Siméon.	Point à Cadieux.	May 4, 1904.	150 00
Port Darlington Co.	Darlington.		100 00
Perras, Adolphe.	Welcome Island.	May 10, 1906.	350 00
Rathbun Co.	Deseronto.	Oct. 14, 1884.	200 00
Rains, Evan.	Shoal Point, Algoma.	Nov. 24, 1884.	250 00
Rains, A. M.	Sailor's Encampment.	Aug. —, 1892.	64 00
Rains, W. W.	Rains Wharf Range.	—, 1892.	7 00
Ritchie, John A.	South Bay Mouth Range.	Sept. 10, 1903.	150 00
Richardson, Wm. T.	Michipicoten Hr., Algoma.	Sept. 27, 1900.	200 00
Richardson, Thomas J.	Western Islands Light and Fog Alarm.	June 27, 1901.	80 00
Richmond, John A.	Snug Harbour Range.	Oct. 7, 1902.	350 00
Roussain, J. J.	Coppermine Point.	June 27, 1904.	100 00
Roque, Frank.	Killarney Lights.	Feb. 28, 1905.	400 00
Root, Albert.	Grenadier Island.	Dec. 15, 1863.	250 00
Roddick, Robert.	Peter Rock, or Gull Island.	Mar. 23, 1872.	500 00
Rowe, Geo. Albert.	Telegraph Island.	Oct. 25, 1895.	200 00
Ross, A. M.	Wabbi River.	25, 1895.	600 00
Rowan, James.	Morris or Victoria Island.	Dec. 3, 1898.	120 00
Schade, John.	Lake Ceebe.	Aug. 29, 1906.	250 00
Secard, X.	Graham B. Range.	May 1, 1905.	75 00
Sinclair, John B.	Providence Bay.	Mar. 6, 1906.	390 00
Sauve, Honore.	Caron Point.	May 1, 1889.	60 00
Somers, Napoleon.	Midland Point Range.	June 19, 1900.	200 00
Shannon, William.	Gross Point or Valleyfield.	Sept. 27, 1866.	425 00
Shannon, George.		27, 1886.	175 00
Seguin, Grégoire.	L'Original.	May 8, 1894.	100 00
Shaw, Thos. K.	Point Edward Range.	Aug. 29, 1903.	150 00
Smithers, R. O.	Mohawk Island.	Mar. 31, 1896.	*400 00
Sutherland, Jno.	Port Burwell.	June 18, 1894.	225 00

\* Allowance \$10 per annum for boat service.

7-8 EDWARD VII., A. 1908

## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## ABOVE MONTREAL—Concluded.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Simpson, Hedley V.	Brighton Ranges.	May 11, 1888.	540 00
Smith, H. E.	Presqu'Isle.	April 29, 1888.	350 00
Sullivan, Silas.	Baskins Wharf.	Dec. 22, 1886.	130 00
Sauvé, Honoré.	Caron Point.	Feb. 16, 1888.	60 00
Scott, Guy J.	Point Peter Light and Fog Alarm.	June 6, 1901.	650 00
Scott, Wm. J.	Cornuna Range.	April 23, 1901.	120 00
Stocker, Jos. L.	Ste. Anne de Bellevue.	May 20, 1902.	†125 00
Sweeney, Thomas.	Tomahawk Island.	Sept. 19, 1902.	200 00
Sicard, X.	Graham Range, Back Light.	April 29, 1905.	75 00
Schade, John.	Lake Cecele.	Aug. 31, 1906.	250 00
Taylor, Edward.	Parry Sound Group.	June 3, 1901.	800 00
Thibault, John.	North Sister Rock.	Dec. 6, 1905.	350 00
Thomas, John.	Georges Island, Lake Winnipeg.	Mar. 6, 1906.	350 00
Veech, Stannes.	Nine Mile Point Light.	Mar. 7, 1894.	450 00
Vallée, Charles.	Hope Island.	April 20, 1899.	450 00
Vorce, Marcellus.	South Bay Point.	Nov. 21, 1902.	200 00
Webster, Chas.	Cabot Head, Light and Fog Alarm.	May 10, 1888.	650 00
Whitmarsh, John.	Snake Island.	July 18, 1900.	350 00
Weir, John C.	Belleville.	April 4, 1901.	200 00
Wemp, Daniel.	Centre Brother Island.	Jan. 9, 1901.	200 00
Wilson, Robert.	Campbell Island.	" 8, 1905.	150 00
Whitway, Chas.	George's Island.	Dec. 7, 1906.	350 00

† \$10 per annum boat service.

## BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Abel, Philias.	Barre à Boulard, Back Range.	June 23, 1903.	75 00
Arcand, Alfred.	Seven Islands, Light and Explosive Signal Station.	May 20, 1898.	650 00
Auger, A.	L'Islet, Richelieu.	Jan. 20, 1905.	150 00
Ascah, James.	Fame Point, Gaspé, Light and Fog Alarm.	Sept. 2, 1890.	\$1,100 00
Arseneau, Nectaire.	Etang du Nord.	July 21, 1891.	350 00
Arpin, Joseph.	Contrecoeur Course, Front Light.	Sept. 12, 1902.	100 00
Bertrand, Louis.	Champlain, Back Pole Light.	Sept. 12, 1902.	60 00
Baudet, Mrs. Laurent.	Lotbinière, Front Light.	Jan. 3, 1903.	80 00
Beaudet, George.	Lotbinière, Back Light.	Jan. 4, 1883.	80 00
Beaudet, Charles.	Platon Range.	Aug. 24, 1894.	120 00
Beaumier, Elscar.	Cape de la Madeline Upper B.	Oct. 1, 1905.	100 00
Bourque, Wilfrid.	Bird Rocks, Light and Explosive Signal Station.	Nov. 15, 1905.	1,300 00
Boulianne, Wm.	Lark Islet Light.	Sept. 1, 1872.	400 00
Bertrand, Auguste.	Macquereau Point.	Dec. 21, 1877.	*300 00
Banville, Joseph.	Matane Light.	Feb. 1, 1897.	300 00
Bourget, F.	Percé.	Mar. 18, 1893.	200 00
Breton, Narcisse.	Rich Point.	May 16, 1896.	500 00
Bourget, Charles.	Cape Despair.	Nov. 1, 1897.	†400 00
Bisson, Wm.	Grand River.	Oct. 22, 1896.	†150 00
Bouchard, Louis.	Cape Salmon Light and Fog Alarm.	May 16, 1896.	600 00
Boucher, Louis.	Isle aux Raisins Range.	April 13, 1898.	240 00
Boulanger, H.	St. Thomas Wharf and Back Range Light.	" 4, 1898.	80 00
Bujold, Louis.	Carleton.	May 25, 1899.	300 00
Boisvert, Alcide.	Cape Charles, Front Light.	July 23, 1901.	150 00
Baron, Amedée.	Cape Charles, Upper Back Light.	June 26, 1901.	90 00
Bouchard, George.	St. Irenée.	Aug. 31, 1901.	40 00
Bousquet, Félix.	Verchères Village, Back Light.	April 21, 1902.	70 00
Bilodeau, Joseph O.	Bellechasse.	June 15, 1903.	350 00
Bergeron, Mrs. Nap.	St. Antoine, Lotbinière, Front Light.	Mar. 21, 1902.	80 00
Bourdages, Pire.	Point Ecouerie.	July 25, 1903.	100 00
Bouliane, J. E.	Point Noire, Range Lights.	Jan. 18, 1904.	200 00
Blanchet, J. G.	Father Point, Fog Alarm.	" 1904.	800 00
Brown, Charles.	Pointe à-la-garde, Lightship.	June 26, 1904.	300 00
Brunelle, Jos. L.	Batiscan.	April 27, 1905.	80 00
Bélanger, F. L.	Ste. Félicité, Fog Alarm.	Jan. 14, 1905.	600 00
Bouchard, Wilfrid.	Eboulements.	April 25, 1906.	50 00
Boudrault, Eustache.	Isle aux Codures.	" 20, 1906.	40 00

\* Allowance, \$20 per annum for blowing fog horn; \$12 per annum for keeping road in repair. † Allowance, \$20 per annum for blowing fog horn. ‡ Allowance, \$30 per annum for blowing fog horn. || Per season of navigation. § Assistant, \$400.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Centara, Elzéar.	Gallia Bay, Upper Range.	May 5 1907.	350 00
Carignan, P. L.	Champlain, Main Light.	Oct. 1, 1902.	80 00
Cormier, Wm.	Amherst Island.	April 26, 1871.	350 00
Colton, P. J.	Belle Isle, Light and Fog Alarm.	Jan. 30, 1902.	*1,100 00
Côté, Luc.	Cape Chat, Light and Explosive Signal Station.	Dec. 3, 1901.	*500 00
Campbell, John W.	Cape Norman Light and Fog Alarm.	April 12, 1890.	720 00
Costin, Eugene.	Cape Rosier Light and Fog Alarm.	Nov. 4, 1890.	800 00
Charland, Herman.	Ile Ronde.	Aug. 1, 1907.	500 00
Collins, Geo F.	Entry Island, Magdalen Islands.	July 30, 1901.	250 00
Croteau, Téléphore.	Ste. Croix, Front Range.	Mar. 28, 1901.	70 00
Chicoine, Alphonse.	Ile Bouchard, Range Back Light.	April 23, 1902.	80 00
Chicoine, F. Xav.	Verchères Traverse, Front Light.	" 21, 1902.	80 00
Charbonneau, Philéas.	" " Back Light.	" 21, 1902.	70 00
Comtois, Joseph.	Ile Ste. Thérèse Back Light, Isle Deslauriers, Range.	Feb. 11, 1903.	80 00
Coucheane, Zotique.	Ile du Pede, Range.	Aug. 8, 1907.	275 00
Carrière, H.	Boucherville, Isle St. Joseph.	" 26, 1903.	80 00
Caissé, Louis.	Petite Traverse, Contrecoeur, Front Light.	April 22, 1904.	100 00
Caron, Alphonse.	Lower Traverse, Light and Fog Alarm.	Oct. 11, 1902.	1,400 00
Coulombe, M.	Chlorydormes.	" 15, 1904.	100 00
Chartier, Adolphe.	Hochelega Lights, Montreal Harbour.	Aug. 5, 1904.	125 00
Couillard, A.	East Point, Anticosti, Lightship.	May 27, 1904.	1,000 00
Chisholm, John.	New Carlisle, Wharf Light.	Aug. 1, 1903.	
Chevrier, F.	Byron Island.	June 23, 1905.	400 00
Cunningham dit Claudé, E.	Cap aux Corbeaux, Bay St. Paul, Wharf Light.	" 1905.	70 00
Caron, Elisee.	Métis.	April 1, 1906.	300 00
Cournoyer, Pierre.	St. Anne de Sorel, F.	Mar. 28, 1906.	100 00
Cullen, Francis.	Carleton Wharf.	July 12, 1907.	75 00
De Tenneville, Joseph.	Chambly Basin, Range Light.	May 23, 1907.	150 00
Dermarais, Philéas.	River St. Francis.	July 2, 1897.	120 00
Demers, Antoine.	Pointe à Basile, Back Light.	" 22, 1904.	130 00
Douville, Elzéar.	" Front Light.	Feb. 6, 1904.	130 00
Doré, François.	St. Antoine, Lotbinière, Back Light.	Mar. 21, 1902.	120 00
Dubois, Louis.	Ile à la Baguette.	April 14, 1903.	150 00
Dubois, Octave.	Greenly Island, Light and Fog Alarm.	Oct. 12, 1903.	800 00
Ducharme, Jos.	St. Ours, Traverse.	April 18, 1904.	100 00
Duval, Norbert.	Contrecoeur Course, Back Light.	" 22, 1904.	100 00
Daigle, Nap.	Barre à Boulard, Front Range.	May 28, 1904.	200 00
Desbiens, Eugène.	Poste St. Martin, Front Light.	April 12, 1905.	50 00
Electric Light Co. of Roberval.	Roberval, Beacon Lights.	June 21, 1899.	100 00
Fournier, Alfred.	Upper Traverse.	April 14, 1900.	600 00
Fugère, Léandre.	Batiscan, Front Light.	" 29, 1888.	80 00
Fiset, Jean H.	Lake St. Peter, Lightship No. 2.	" 22, 1875.	500 00
Fantaine, Edmond.	Cape Bauld, Lighthouse and Fog Alarm.	" 1, 1905.	800 00
Faffard, Victor.	Point de Monts, Light and Explosive Signal Stn.	Aug. 1, 1889.	††500 00
Farser, Pierre T.	Red Islet.	April 12, 1890.	450 00
Ferland, Nap.	Ste. Petronille.	Sept. 3, 1901.	250 00
Fletcher, James.	Longue Pointe, Traverse.	May 16, 1904.	125 00
Fournier, Arthur.	Grande Vallée.	Oct. 15, 1904.	100 00
Filteau, E.	Ste. Emélie, Back Light.	Mar. 16, 1905.	80 00
Gingras, Omer.	Bécancour, F.	Oct. 24, 1905.	150 00
Geoffrion, Azarie.	Varenes.	May, 1, 1903.	70 00
Giguère, Denis.	Lavaltrie, Range.	" 24, 1870.	300 00
Grenier, Solomon.	Newport Point.	June 3, 1897.	150 00
Guyon, Joseph.	Verchères Village, Front Light.	April 21, 1902.	80 00
Gagné, François.	L'Ange Gardien, Island Orleans, Front Light.	Nov. 10, 1902.	70 00
Gauthier, Frs.	Port St. Martin, B.	April 27, 1907.	50 00
Granier, Henri.	Bersimis, Range Lights.	Aug. 8, 1903.	100 00
Goudreault, Wm.	Ile au Belier, Lake St. John.	Oct. 30, 1901.	75 00
Girard, Henry.	Murray Bay, Wharf Light.	July 13, 1903.	50 00
Godbout, Joachim.	St. Laurent, Island of Orleans.	April 15, 1904.	300 00
Guyon, Ernest.	Contrecoeur, Verchères Range, Back Light.	Nov. 11, 1904.	125 00
Goudreau, Luce.	Rivière du Moulin, Back Light.	May 9, 1905.	50 00
Harper, Thos.	Oak Point, Range.	Jan. 1, 1907.	100 00
Hébert, Moïse Manuel dit.	Cap de la Madeleine, Lower Range, Front Light.	May 11, 1888.	80 00
Harvey, André.	Chicoutimi Wharf Light.	" 30, 1889.	40 00

\* Allowance, \$100 per annum for horse-keep. \*\* Allowance, \$25 per annum for hauling supplies. † Allowance, \$700 for two assistants and \$200 for board during season of navigation. ‡ Per month during season of navigation. \* With a crew for the vessel, paid by the department. † Per month during season of navigation †† Allowance of \$75 per annum for horse-keep. ‡‡ Allowance of \$50 per annum for horse-keep. || Allowance of \$50 per annum for water, &c. † Per month during navigation.

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## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Heroux, Didier	Nicolet Range, F.	Dec. 5, 1906.	100 00
Heroux, Edmond	B.	" 5, 1906.	100 00
Houde, Emile	Grondines Point Range, Back Light.	June 20, 1904.	100 00
Horrie, Arthur	Port Daniel West.	" 1906.	100 00
Hubert, Christophe	Anticosti Pt.	July 27, 1907.	100 00
Irvine, John T. A.	Red Island, Lightship and Fog Whistle.	Mar. 2, 1900.	*500 00
Kennedy, Thomas	Sandy Beach.	Aug. 9, 1904.	400 00
Landry, Elie	Natastquan.	June 25, 1906.	250 00
La Course, Ernest	Cape Madeline Village.	Mar. 13, 1906.	200 00
Lafèche, Désiré	Lake St. Peter, Lightship No. 1.	April 12, 1887.	450 00
Lachapelle, Jean B.	Repentigny, Front Light.	Feb. 1, 1881.	75 00
Langlois, Antoine	River du Chêne, Langlais Point.	July 11, 1888.	125 00
Laliberté, Arthur	Ste. Emelie, Front Range.	Sept. 24, 1880.	90 00
Langlois, F. X.	Port Daniel.	Feb. 22, 1907.	60 00
Langevin, Nap.	Ile Deslauriers.	Dec. 18, 1906.	120 00
Lord, Joseph	North of Halfway Point Range.	May 5, 1903.	170 00
Laporte, Ivon	Ile Marie Light, Boucharde Range.	April 21, 1902.	120 00
Lapointe, F. X.	Ile à l'Aigle Range, Front Light.	May 1, 1903.	100 00
Lavoie, M.	Rivière Gaspe Range.	" 1893.	80 00
LeHuguet, François	Cape Gaspe, Light and Explosive Signal Station.	Oct. 22, 1896.	650 00
Lindsay, Wm.	Gaspé Wharf Light.	June 14, 1900.	42 00
Lindsay, R. W.	Green Island, Light and Explosive Signal Station	Sept. 25, 1888.	650 00
Loisel, John	Paapebiac.	Aug. 27, 1894.	†150 00
LeBlanc, Régis	White Island Reef, Lightship and Fog Whistle.	Jan. 11, 1878.	‡500 00
LeBlanc, Adolphe	Gentilly.	April 2, 1907.	250 00
Lemieux, Z.	Southwest Point, Anticosti.	July 10, 1900.	600 00
Lachance, Louis	St. John, Island of Orleans.	Sept. 26, 1896.	300 00
Leclerc, Geo.	Pillars and Algernon Rock Lights.	July 30, 1901.	650 00
Lavoie, F.	Anse St. Jean Wharf Light.	Mar. 13, 1889.	40 00
Levesque, Arthur	Grande Isle, Kamouraska.	Feb. 19, 1901.	400 00
Leclerc, Auguste	Martin River.	Sept. 3, 1902.	300 00
Lemieux, F. X.	Barachois de Malbaie.	Mar. 6, 1903.	60 00
Laprise, Emile	Anticosti South, Point Light and Fog Alarm.	April 18, 1903.	800 00
Levesque, Dom.	Pointe aux Origineaux.	Oct. 5, 1903.	350 00
Lepage, Joseph	St. Francis, Island of Orleans, Front Light.	April 20, 1876.	75 00
Lacroix, Alcidas Joseph	Contrecoeur Traverse, Front Light.	April 14, 1904.	75 00
Lacroix, Alfred	" Back Light.	July 26, 1904.	100 00
Letendre, Louis	Ile de Grace, Sorel.	April 1, 1906.	100 00
Letourneau, Louis	Mont Louis.	" 1, 1906.	100 00
Lavoie, Ubald	Rimouski Wharf.	May 22, 1906.	50 00
Lefrançois, X.	St. Anne des Monts.	" 1, 1906.	100 00
Lancuault, Frs.	Ste. Anne de Sorel, B.	Mar. 28, 1906.	100 00
Laporte, J. B.	St. Ours Traverse, Front Light.	" 1904.	125 00
Lefrançois, H.	Ste. Anne des Monts.	Oct. 15, 1904.	100 00
Letourneau, Louis	Mont Louis.	" 15, 1904.	100 00
Lobel, Esdras	Lower Traverse Lightship.	April 21, 1900.	2,300 00
Labranche, W.	Monté du Lac or Cap Brulé.	May 2, 1905.	400 00
Lavallée, J.	Flower Island, Nfld.	April 12, 1905.	600 00
Massicotte, Jos.	Champlain, Upper Front.	April 1, 1906.	100 00
Manseau, François	Fort St. Francis.	Mar. 27, 1900.	240 00
Malo, Joseph	Ile Ste. Thérèse, Lower Range.	Feb. 1, 1897.	130 00
Marchand, Ferdinand	Citrouille Point.	April 27, 1896.	200 00
Martin, Paul	St. Valentine Range.	Feb. 28, 1873.	150 00
Molson, Mrs. Alexander	Molson's Island, Lake Memphremagog.	From year to year.	**2 50
Malouin, Alfred	Anticosti, West Point, Light and Explosive Signal Station.	July 1, 1877.	††750 00
Mailhot, Delphis	Gentilly.	April 2, 1907.	150 00
Marceau, Louis	St. Francis, Island of Orleans, Back Light.	Feb. 1, 1884.	75 00
Mayrand, Eugène	Grondines, Upper Range, Front Light.	June 20, 1904.	125 00
Morin, Hypolite	Long Pilgrim.	April 29, 1898.	‡340 00
Marcotte, Mrs. P. L.	Point Bleue, Lake St. John.	Nov. 28, 1898.	40 00
Morin, Alex.	Rivière à la Pipe.	Oct. 3, 1901.	50 00
Morin, Alfred	Anse aux Griffons.	" 15, 1904.	100 00
Martel, C. E.	Georgeville Wharf Light.	May 19, 1905.	**1 50
McGee, James A.	Ash and Bloody Island.	" 26, 1903.	200 00
McWilliams, John J.	Father Point Light.	June 1, 1876.	‡450 00
	Port Daniel.	Oct. 7, 1902.	60 00
Mourant, John	Gascons Wharf.	June 8, 1906.	50 00

\* Allowance of \$1,900 per annum for assistance of engineer and necessary crew. † Allowance, \$30 per annum for blowing fog-horn. ‡ Allowance, \$2,300 per annum for assistance of engineer and necessary crew. | Allowance, \$50 per annum for horse keep. \*\* Per week during season of navigation. †† Allowance of \$50 per annum for horse keep. ‡‡ Allowance of \$20 per annum for horse keep. || Allowance of \$68 per annum, &c. \* Allowance of \$10 per annum for water. † Per week during season of navigation. | Per month during season of navigation. ‡ Allowance, \$50 per annum for horse keep.



SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Morin, Nazaire.....	Grosse Roche.....	" 25, 1906..	500 00
Mongeau, Paul.....	Ile du Moine, B. Range.....	Dec. 27, 1906..	100 00
Paré, Olivier.....	L'Ange Gardien, Island of Orleans, Back Light.....	Nov. 10, 1902..	70 00
Pelletier, Tancred.....	Egg Island.....	July 1, 1901..	500 00
Paquin, Sylva.....	Pointe du Lac.....	May 2, 1900..	100 00
Paul, Edouard.....	Isle du Grace.....	Sept. 7, 1871..	240 00
Peloquin, Louis.....	Gallia Bay, Lower Range.....	May 3, 1907..	350 00
Peters, J. H.....	Black Point, Lake Memphremagog.....	June 1, 1891..	11 50
Patterson, J. A.....	Wadleigh Point, Lake Memphremagog.....	" 1, 1891..	11 50
Paquet, Pierre.....	Ste. Famille, Back Range, Orleans Channel.....	Oct. 19, 1885..	70 00
Poulin, Alfred.....	Ste. Famille, Island of Orleans, Front Light.....	" 26, 1898..	70 00
Pinsault, Louis.....	Bicquette Island, Light and Fog Alarm.....	" 6, 1900..	700 00
Perrault, Henri.....	St. Pierre les Becquets.....	May 26, 1901..	70 00
Pilote, Auguste.....	Poste St. Martin, Back Light.....	April 22, 1907..	100 00
Poitras, Pierre.....	Portneuf Range, B.....	Oct. 16, 1904..	100 00
Pothier, Louis.....	Champlain, Upper Back Range.....	April 1, 1906..	100 00
Puize, L. J.....	Rivière du Loup, Wharf Light.....	" 1, 1906..	70 00
Plante, Onésime.....	Louisville Range, Lights.....	June —, 1907..	150 00
Provencal, Etienne.....	Ile du Moine, Back Range.....	Dec. 27, 1906..	125 00
Reaves, Samuel.....	Ile Ste. Thérèse, Upper Range.....	Oct. 12, 1870..	270 00
Richelleu and Ontario Navigation Co.....	Sorel, Wharf Lights.....	" " " "	85 00
Rivet, Léon.....	Repentigny, Back Light.....	April 28, 1894..	75 00
Rodier, Benj.....	Guard Pier.....	Sept. 12, 1907..	500 00
Richard, Alphonse.....	Brandy Pots.....	Oct. 7, 1878..	400 00
Rennie, E. H.....	Cape Bay, Light and Fog Whistle.....	" 19, 1884..	800 00
Roberge, C. Honoré.....	St. Pierre, Back Range, Orleans Channel.....	" 19, 1885..	70 00
Rodrique, Joséphine.....	Portneuf.....	May 16, 1903..	250 00
Racette, Widow of D.....	Ste. Croix, Back Range.....	Dec. —, 1900..	70 00
Roy, Charles.....	Bellerive Park Lights, Montreal Harbour.....	Aug. 5, 1904..	25 00
Savage, Jas.....	Chambly Basin R. & W.....	July 10, 1907..	100 00
St. Laurent, E.....	Petite Traverse Contrecoeur, Back Light.....	April 22, 1904..	250 00
Sailvail, Omer.....	Isle à la Pierre.....	May 6, 1897..	100 00
Savarie, Eusebe.....	Isle à l'Aigle, Back Range Light.....	" 1, 1903..	80 00
Savard, Dorilas.....	Savards Range.....	" " " "	80 00
Sasseville, F. J.....	Cape Magdalen, Light and Fog Whistle.....	June 9, 1886..	700 00
Ste. Croix, George.....	Point Peter.....	Oct. 22, 1896..	450 00
Savard, Hy.....	St. Simon, Wharf.....	" 25, 1906..	40 00
Savard, Jno.....	River Caribou Front Light.....	Aug. —, 1898..	50 00
Simard, H.....	" Back Light.....	" " " "	50 00
Sauvageau, Archille.....	Grondines Point Range, Front Light.....	June 20, 1906..	250 00
Sauvageau, Jos.....	Grondines Upper Range, Back Light.....	" 20, 1904..	100 00
Samuel, Andr.....	Fox River.....	Oct. 15, 1904..	100 00
Saguenay Lumber Co.....	Escoumains Range.....	Sept. 10, 1906..	150 00
Tourigny, A.....	Becancour.....	Oct. 24, 1905..	100 00
Thurber, Wm. A.....	Ste. Croix.....	Mar. 28, 1901..	175 00
Tremblay, W. T.....	Goose Cape.....	April 4, 1888..	250 00
Tremblay, Edmond.....	Portneuf en bas.....	May 16, 1903..	300 00
Tremblay, George.....	River du Moulin, Front Light.....	Sept. 19, 1889..	50 00
Tremblay, Pitre.....	St. Alphonse Wharf Light.....	June 19, 1895..	40 00
Tremblay, Alexis.....	Heath or East Point, Anticosti, Light and Explosive Signal station.....	July 25, 1900..	600 00
Turbide, André.....	Grande Entrée.....	May 23, 1907..	125 00
Tetreault, Honore.....	Contrecoeur, Vercheres Range, Front Light.....	Nov. 11, 1904..	125 00
Tessier, Armand.....	Point Bleue.....	June 9, 1904..	140 00
Thomas, Paul.....	Belle Isle, North End, Light and Fog Alarm.....	July 8, 1904..	1,100 00
Toupin, F.....	Cape Madeleine, Lower Range, Back Light.....	April 26, 1905..	80 00
Vallancourt, Godfrey.....	Cape de la Madeline, Upper Range, Front Light.....	Oct. 1, 1906..	75 00
Vigneau, Placide.....	Perroquet Island.....	Sept. 19, 1892..	600 00
Vesina, Olivier.....	St. Pierre, Front Range, Orleans Channel.....	Oct. 28, 1897..	70 00
Vesina, Desire.....	Crane Island.....	April 26, 1904..	320 00
Whitman, Wm. Gunn.....	Lacolle Range.....	Jan. 18, 1904..	150 00
Wheeler, W.....	Lead Mines, Lake Memphremagog.....	June 1, 1891..	*1 50
Wyatt, Thomas M.....	Amour Point, Forteau Bay, Light and Fog Alarm.....	Oct. 18, 1889..	†1,100 00
Willett, B. V.....	New Richmond, Duthie Point.....	" 16, 1903..	60 00
Weaner, J. B.....	Lake St. Peter Light ship No. 3.....	May 7, 1904..	400 00

\* Per week during season of navigation. † Allowance of \$75 per annum for horse keep. ‡ Allowance of \$12 per annum for supplying water.

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## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## NEW BRUNSWICK.

Name.	Station.	Appointed.		Salary.	
				\$	cts.
Andrews, Hugh.....	Partridge Island.....	May	1, 1906.	1,200	00
Arseneau, James.....	Dalhousie Harbour.....	June	18, 1894.	100	00
Allain, Joseph.....	Hay Island Beacon Light.....	May	21, 1895.	150	00
Bowie, John.....	Oak Point.....	June	2, 1906.	100	00
Balmer, Matthew.....	Oak Point, St. John River.....	April	27, 1900.	80	00
Barry, J. R.....	Cape Tormentine, N.B.....	26	Mar. 1906.	125	00
Barbour, Jas. G.....	Cape Enrage Light and Fog Alarm.....	May	11, 1888.	800	00
Bent, A. J. Percy.....	Jourimain.....	Jan.	25, 1901.	300	00
Blacklock, Fred. G.....	Cape Spencer.....	Mar.	2, 1888.	400	00
Brown, Charles.....	Quaco West End Light.....	Nov.	25, 1884.	400	00
Bradshaw, L. B.....	Quaco West Head Fog Alarm.....	Aug.	2, 1887.	400	00
Brune, John David.....	Goose Lake.....	May	11, 1888.	1250	00
Bourdeau, Jos. B.....	Petit Rocher.....	Feb.	26, 1896.	150	00
Blakely, Lawrence.....	Harper Point.....	Sept.	9, 1887.	75	00
Bellemore, F.....	Dipper Harbour.....	Mar.	12, 1895.	100	00
Belliveau, A. P.....	Fort Folly Point.....	June	23, 1903.	225	00
Brennan, Robert.....	Oromocto.....	Mar.	18, 1903.	80	00
Belding, R. L.....	Lepreau Light.....	June	30, 1905.	550	00
Basque, F. D.....	North Tracadie Range.....	Aug.	20, 1904.	275	00
Burnham, Rupert.....	Big Duck Island.....	June	25, 1906.	550	00
Butler, Thomas.....	Nannat Rock.....	May	1, 1907.	400	00
Cochran, Fredk. M.....	Quaco Pier Light.....	Mar.	25, 1892.	100	00
Cummings, Geo.....	Campbellton Range Light.....	Jan.	1, 1890.	100	00
Chapman, James.....	Baie du Vin Island Range Light.....	July	24, 1882.	200	00
Crandall, D. H.....	Greys Point Pole Light.....	April	13, 1900.	70	00
Carney, John W.....	Perry Point.....	Sept.	25, 1900.	80	00
Copp, A. B.....	Anderson Hollow.....	Mar.	30, 1903.	100	00
Cornier, Jades P.....	Buctouche Bar.....	July	26, 1902.	200	00
Chaffey, Harry V.....	Cherry Island Fog Bell.....	Aug.	7, 1903.	150	00
Dines, Sydney.....	Letite Fog Alarm.....	May	27, 1907.	580	00
Dines, Chas. H.....	Letite Light.....	May	27, 1907.	50	00
Dickson, Elia C.....	Pea Point.....	Nov.	16, 1898.	250	00
Delaney, John.....	Grand Beach Light.....	Oct.	7, 1880.	125	00
Dalzell, Geo. Y.....	Swallow Tail.....	Mar.	18, 1893.	400	00
DeGrace, John.....	Indian Point.....	June	4, 1889.	150	00
Day, Mrs. W. A.....	Belyea Point.....	Nov.	21, 1906.	90	00
Daigle, C. D.....	Black Lands Gully.....	July	13, 1903.	100	00
Diagle, Victor.....	Sapin Point.....	May	28, 1903.	25	00
Doucette, Fred. F.....	Caracquet Front Range Light.....	Oct.	14, 1903.	50	00
Dalzell, Coleman Grant.....	Gannet Rock and Explosive Signal Station.....	July	1, 1904.	550	00
Dakin, Lloyd Chas.....	Grand Harbour.....	May	2, 1904.	400	00
Egan, Edward H.....	Belloni Point.....	May	17, 1902.	100	00
Eldridge, John M.....	Drews Head, Beaver Harbour.....	"	2, 1904.	250	00
Frankland, Louis.....	Gull Cove.....	Nov.	14, 1902.	80	00
Frawley, Frank.....	Lepreau Fog Alarm.....	June	30, 1905.	900	00
Flewelling, Mrs. M.....	Flewelling Landing.....	April	12, 1890.	80	00
Fanjoy, William.....	Fanjoy Point, Grand Lake.....	Dec.	15, 1897.	80	00
Ferguson, W. G.....	South Tracadie.....	Mar.	23, 1898.	150	00
Fox, Fraser.....	Gagetown, St. John River.....	April	22, 1904.	80	00
Fitzgerald, Warren.....	Head Harbour Light.....	June	29, 1904.	300	00
Gould, Francis T.....	Shediac North Channel Range.....	Jan.	13, 1899.	70	00
Gregg, Wilson.....	St. John Harbour Beacon.....	"	1901.	350	00
Hendry, Mrs. A. M.....	Hendry Farm.....	April	28, 1899.	80	00
Hayden, Michael.....	Pokemouche.....	Oct.	17, 1888.	300	00
Henderson, Arthur.....	Midjie Bluff.....	"	4, 1894.	200	00
Hamm, Chas. P.....	Musquash.....	Jan.	14, 1879.	300	00
Hachey, Octave.....	Pokeudie Island.....	July	12, 1881.	180	00
Harvey, W. L.....	Machias Seal Island Light and Fog Alarm.....	"	8, 1904.	1,000	00
Hannah, Mrs. B. G.....	Spruce Point.....	Sept.	15, 1892.	120	00
Harts, Thos.....	Shediac Harbour Lights.....	Feb.	17, 1905.	80	00
Hilyard, Chas. D.....	Head Harbour Fog Alarm.....	May	15, 1907.	700	00
Hookey, John.....	Tiner Point Fog Alarm.....	June	30, 1905.	500	00
Ingalls, Turner.....	Southwest Head, Grand Manan.....	Dec.	4, 1900.	500	00
Ingersoll, Clyde S.....	S.W. Head Grand Manan.....	July	10, 1907.	500	00
Kirkpatrick, Joseph.....	Passamaquoddy Bay.....	Feb.	3, 1898.	450	00

‡ Allowance \$300 for assistance.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NEW BRUNSWICK—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Lantaigne, Gervais.....	Caraquet Island.....	June 16, 1888	200 00
Leblanc, Charles P.....	Cassie Point.....	May 4, 1872	250 00
Looney, Thos. E.....	Greenland, St. John River.....	July 14, 1886	200 00
Lochart, Edwin.....	Ward Point.....	Oct. 20, 1903	80 00
Legere, P. L.....	Caraquet Back Range Light.....	" 14, 1903	50 00
Mills, George.....	Fox Island, N. W. Point.....	June 23, 1897	200 00
Morrison, Peter, Jr.....	Portage Island.....	May 17, 1892	300 00
Morrison, Duncan.....	Sheldrake Island Lights.....	Feb. 25, 1880	300 00
Maillet, D. O.....	Buctouche Inner Range.....	July 7, 1883	150 00
Matheson, R. B.....	Newcastle.....	April 18, 1888	100 00
Murray, Michael.....	Middle Island.....	10, 1902	200 00
Masloney, Wm.....	Marks Point.....	Nov. 7, 1903	120 00
McCutcheon, B. F.....	Gray's Landing.....	Mar. 6, 1907	70 00
McLeod, J. H.....	Blies Island.....	Oct. 17, 1900	350 00
McLennan, Kenneth.....	Escuminac Light and Fog Alarm.....	Mar. 7, 1892	750 00
McIntosh, Chas.....	Lower Neguac Wharf Lights.....	Dec. 10, 1892	100 00
McBain, Alex.....	Cox Point, Grand Lake.....	May 6, 1898	80 00
Macdonald, R. P.....	Musquash Island.....	Jan. 28, 1901	80 00
McMann, Robert Harvey.....	McMann Point.....	Jon. 2, 1901	80 00
McNeil, Henry H.....	Dalhousie Beacon Lights and Douglas Island Lt.....	Jan. 1, 1880	250 00
McConnell, J. Robert.....	Miscou Gully.....	Sept. 9, 1887	100 00
McLean, R.....	Miramichi Bay Light Ship.....	April 12, 1902	1400 00
Nevers, George F.....	Jemseg.....	Nov. 24, 1884	80 00
Preston, S.....	Preston Beach Lights.....	July 11, 1889	125 00
Pendlebury, Wm. J.....	St. Andrews.....	April 10, 1889	250 00
Pickett, Robert E.....	Palmer's Landing Wharf Light.....	May 11, 1897	80 00
Parker, Alvin.....	Mulholland Point.....	June 13, 1901	200 00
Palmer, E. B.....	Hampstead Wharf.....	Nov. 6, 1900	80 00
Rooney, Theobald.....	Passamaquoddy Bay East.....	Jan. 1, 1906	350 00
Russell, James R.....	Grindstone Island Light and Fog Alarm.....	Jan. 13, 1899	700 00
Robichaud, Joseph L.....	Miscou Light and Fog Whistle.....	Nov. 11, 1902	800 00
Robinson, John.....	Neguac Main Light.....	June 30, 1896	150 00
Richard, Peter F.....	Richibucto Head.....	May 30, 1895	185 00
Robertson, Charles M.....	Robertson Point, Grand Lake.....	June 30, 1897	80 00
Robertson, Meier.....	Shediac Island Range.....	Dec. 29, 1873	250 00
Ross, Elijah.....	Negro Point.....	Mar. 5, 1878	400 00
Robichaud, Jude.....	Richibucto Channel Range.....	June 16, 1902	200 00
Robichaud, Henri B.....	Buctouche Range.....	June 21, 1884	150 00
Roherty, J. A.....	Little Belledune.....	Feb. 21, 1905	100 00
Robertson, J. A. D.....	Heron Island.....	April 1, 1902	200 00
Richard, Jos. F.....	Richibucto Bar Outer Range.....	June 16, 1902	150 00
Sinclair Lumber Co.....	Miramichi Draw Bridge.....	Oct. 8, 1904	80 00
Splane, Alfred.....	Pines Point Fog Alarm.....	Aug. 21, 1905	750 00
Sutherland, Geo. C.....	Bathurst Harbour Range.....	Mar. 20, 1882	200 00
Scott, Mrs. Ed.....	Stonehaven.....	July 8, 1904	100 00
Spragg, T. W.....	Hatfield Point.....	June 27, 1903	80 00
Sauvie, Adelard.....	Shippigan.....	April 20, 1906	280 00
Tatton, Geo. T.....	Long Eddy Point Fog Whistle, Grand Manan.....	Oct. 16, 1886	750 00
True, John Howard.....	Wilmot Bluff.....	Sept. 12, 1899	80 00
Upton, Robert.....	Bridge Point.....	" 11, 1899	80 00
Williston, Seymour.....	Swashway Range, Fox Island.....	June 4, 1902	300 00
Wagner, Richard.....	Sand Point, St. John River.....	7, 1883	80 00
Williams, Forrest W.....	Williams Landing.....	May 11, 1897	80 00
Wright Ethelbert.....	Southern Wharf.....	Mar. 6, 1906	500 00

NOVA SCOTIA.

Amero, Chas. A.....	Argyle.....	Nov. 9, 1897	400 00
Amero, Geo. D.....	Pubnico.....	Feb. 6, 1893	240 00
Amirault, James.....	Sissiboo.....	July 11, 1899	200 00
Beamman, Edwin.....	Digby Pier.....	May 29, 1897	100 00
Bonner, John Charles.....	Point Aconii.....	Nov. 6, 1903	200 00
Burgess, Watson.....	Port l'Hébert.....	July 26, 1892	150 00
Boutillier, R. J., Supt.....	Sable Island Humane Est.....	Nov. 13, 1884	*700 00

\* With board for self and family and assistants and allowance for salaries of staff.

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## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Boutillier, Henry.....	Indian Harbour, Paddy's Head.....	June 6, 1901..	150	00
Bollong, James.....	Pope Harbour.....	Aug. 6, 1877..	300	00
Bourgeois, Philip.....	Cheticamp Range.....	May 23, 1898..	150	00
Boudrot, B.....	Paulamon, Hawk Islet.....	Dec. 7, 1904..	250	00
Baker, Thomas.....	Peases Island.....	May 19, 1879..	350	00
Brackett, Wm.....	Herring Cove.....	Aug. 28, 1897..	100	00
Belliveau, John H.....	Belliveau Cove.....	Feb. 16, 1889..	800	00
Brownell, Luther.....	Cold Spring Head.....	Mar. 27, 1901..	120	00
Buchanan, Angus A.....	Neil Harbour.....	Aug. 14, 1899..	150	00
Buckman, Chas.....	Grand Passage.....	Jan. 7, 1901..	250	00
Boudrot, W. C.....	Port Felix.....	July 16, 1902..	250	00
Burke, Henry.....	Country Harbour, Green Island.....	June 11, 1902..	400	00
Burke, Martin.....	Bourgeois Inlet.....	Dec. 1, 1902..	60	00
Burgess, Lewis E.....	Walton Harbour.....	July 13, 1903..	150	00
Breen, Michael.....	Flint Head.....	Aug. 20, 1904..	450	00
Bishop, E. W.....	Porters Point.....	April 29, 1904..	100	00
Baker, John.....	Mary-Joseph.....	Jan. 6, 1905..	325	00
Buchanan, M.....	Munroe's Point.....		150	00
Boyle, Geo.....	Wallace Harbour Range.....	May 23, 1905..	150	00
Bone, Chas.....	Pictou Custom House.....	June 14, 1907..	100	00
Bourke, Fredk. A.....	Ouitique Islands.....	Feb. 16, 1907..	350	00
Chiasson, Germain.....	Caveau Point Range Lights.....	Aug. 20, 1897..	150	00
Chiasson, Joseph P.....	Grand Etang, Inverness.....	May 21, 1901..	60	00
Creighton, H. H.....	Creighton Road.....	" 8, 1874..	200	00
Connington, Thomas.....	Louisburg Range Lights.....	Oct. 26, 1897..	200	00
Crowell, John.....	Seal Island Light and Fog Alarm.....	" 14, 1899..	800	00
Campbell, J. O.....	Port Mouton.....	April 29, 1898..	300	00
Campbell, S. C.....	St. Paul Island Fog Alarm.....	June 23, 1905..	500	00
Comeau, Louis C.....	Meteghan River.....	Oct. 12, 1875..	100	00
Campbell, John P.....	Red Islands, B.C.....	Nov. 30, 1901..	120	00
Croucher, George A.....	Croucher Island.....	Jan. 31, 1883..	300	00
Clough, Daniel.....	Grand Digue Pole Light.....	July 4, 1884..	90	00
Clory, Abraham.....	Glasgow Point.....	" 25, 1894..	150	00
Coolen, Albert S.....	Hubbard Cove.....	Oct. 31, 1903..	250	00
Cameron, L. G.....	Beaver Harbour.....	Feb. 15, 1902..	150	00
Christian, P. E.....	Betty Island.....	June 29, 1904..	500	00
Creelman, Samuel.....	Port au Pique.....	May 2, 1901..	25	00
Campbell, D. A.....	Louisburg Fog Alarm.....	Mar. 20, 1902..	920	00
Cunningham, A. H.....	Cape Sable Light and Fog Alarm.....	July 16, 1902..	800	00
Cohon, Havelock.....	Cranbury Island Light and Fog Alarm.....	Sept. 7, 1903..	800	00
Corbett, George.....	Port Larue.....	May 31, 1904..	260	00
Clark, F. R.....	Borden Wharf.....	April 29, 1904..	100	00
Chisholm, John B.....	McMillans Point.....	Dec. 2, 1905..	150	00
Church, W. R.....	Wedge Island.....	Mar. 27, 1907..	400	00
Doane, T. S.....	Yarmouth or Cape Forchu Light & Fog Alarm.....	Dec. 31, 1904..	800	00
Doyle, Edward.....	Mabou Front Range Light.....	June 14, 1897..	70	00
D'Entremont, W. H.....	Abbot Harbour.....	May 22, 1888..	90	00
Dewis, F. H. P.....	Cap d'Or Fog Alarm.....	April 13, 1898..	800	00
Duann, Wm. A.....	Green Island, Richmond.....	May 20, 1902..	500	00
Dunn, Miles A.....	Margaree Harbour, Outer Range Light.....	" 12, 1903..	50	00
Doane, F. H.....	Bunker Island.....	July 27, 1904..	350	00
Davison, Geo. E.....	Noel.....	April 25, 1906..	100	00
Delory.....	West Arichat.....	" 15, 1907..	100	00
Ellis, Wm. E.....	Point Prim or Digby Gut, L. H. & F. W.....	Mar. 8, 1875..	800	00
Earley, John.....	Margaretsville.....	Feb. 19, 1887..	230	00
Elderkin, H. E.....	Apple River Light and Fog Alarm.....	Mar. 31, 1905..	700	00
Elker, W. E.....	Queensport.....	Aug. 13, 1906..	300	00
Fraser, Alexr.....	Great Bras d'Or Range, Back Light.....	Jan. 13, 1903..	100	00
Fulker, Wm. G.....	Devil Island.....	May 3, 1886..	420	00
Firth, Charles M.....	Coffin Island, Liverpool.....	June 30, 1880..	400	00
Foster, Israel C.....	Port Medway.....	Oct. 13, 1892..	260	00
Foster, Samuel T.....	Port Medway Breakwater.....	Feb. 17, 1899..	100	00
Foster, Geo. M.....	Port George.....	Nov. 19, 1897..	100	00
Faulkner, W. Y.....	Burnt Coat.....	June 22, 1898..	250	00
Findlay, John H.....	Bull Point, Sambro Harbour.....	Dec. 7, 1899..	100	00
Franklin, J. L.....	Wolfville.....	April 4, 1902..	100	00
Falconer, David.....	Caribou Island.....	Dec. 20, 1902..	300	00
Finlayson, A. Wm.....	St. Esprit Island.....	April 12, 1905..	400	00
Frederick, John.....	Jordan Bay, Breakwater.....	Dec. 19, 1906..	100	00
Gillis Duncan.....	Point Tupper.....	April 1, 1906..	300	00

Allowance \$35 per month for assistance.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Gilkie, Henry A.	Sambro Light and Explosive Signal Station	Jan. 8, 1867	800 00
Giffin, Ira L.	Isaac Harbour	April 28, 1894	200 00
Gardner, Frederic T.	Brooklyn Pier Pole Light	Feb. 6, 1885	100 00
Gallant, Patrick	Little Loraine	Jan. 19, 1900	80 00
Goodwin, Jas. E.	Wood Harbour	Aug. 27, 1900	200 00
Garrison, S. H.	Peggy Point	Dec. 22, 1902	350 00
Gray, Peter Angus	Pennant Harbour	June 30, 1903	100 00
Gerrion, Michael	West Arichat	June 1906	100 00
Greenwood, Angus	Bon Portage	Jan. 14, 1907	350 00
Harpell, Jeremiah	Jeddore Harbour Range	Jan. 21, 1901	200 00
Huntley, Charles H.	Kingsport	June 30, 1890	100 00
Hawley, Mathew	South Bay, Ingonish	May 13, 1897	140 00
Hardy, John	Gabarus	Nov. 22, 1890	200 00
Hardy, Jos. W.	Guion Island	Jan. 30, 1903	400 00
Hinds, James	Victoria Beach	Mar. 7, 1901	100 00
Hemlow, James S.	Liscomb	Jan. 2, 1903	300 00
Hunt, Wm.	Bear River	April 10, 1905	150 00
Hanlon, James P.	Cranberry Island Light and Fog Alarm		800 00
Holland, Richard	Chibucto Head Light and Fog Alarm	Oct. 1, 1906	800 00
Iceton, Wm.	Mauger Beach Light and Fog Alarm	July 8, 1903	800 00
Joyce, Simon	Seal Island, Lennox Passage	July 4, 1884	150 00
Jamieson, Chas.	Cape St. Lawrence	Sept. 21, 1893	400 00
Jamieson, Geo. C.	Cole Harbour Range	Oct. 21, 1898	150 00
Kent, J. H.	Musquodoboit Harbour Range Front Light	April 29, 1904	125 00
Kent, John	Musquodoboit Harbour, Back Light	" 29, 1904	100 00
Long, Joseph	Canso Harbour	Dec. 31, 1896	250 00
Long, Joseph	False Passage Ledge	Aug. 4, 1903	50 00
Leblanc, Severin	Tuquet River	July 1, 1899	250 00
Lowden, David	Pictou Harbour Range	" 12, 1897	150 00
LaVaashe, Wm.	Arichat	Oct. 17, 1898	250 00
Lyons, John H.	Barrington East Bay Light Ship	June 18, 1897	600 00
Landry, Edward	Petit de Grat	Feb. 23, 1897	200 00
Larkin, Ephraim	Stoddard Island	Mar. 18, 1896	200 00
Leblanc, Benjamin	Candle Box Island	Nov. 1, 1892	300 00
Larkin, N. C.	Lurcher Shoal Light-ship	" —, 1904	†1,200 00
Leblanc, S. B.	Grand Etang	Mar. 25, 1905	60 00
Lynch, M.	McNab Island	June 23, 1905	300 00
Lewis, A. J.	Sydney Range Back Light	May 22, 1905	150 00
Murphy	Cape Race		40 00
Morash, Edward	Dover Harbour	Oct. 1, 1906	200 00
Morel, B. H.	Brier Island, Fog whistle	June 6, 1901	400 00
Morrison, M. D.	Black Rock Point	" 8, 1892	250 00
Maise, Marcellin	Cheticamp	Nov. 27, 1896	300 00
Misener, John E.	Fort Point	May 16, 1896	150 00
Mozer, Samuel	Mozer Island	Nov. 6, 1885	350 00
Mullins, James	Mullins point	June 8, 1892	200 00
Munro, William	Pictou Bar	Nov. 22, 1890	460 00
Murphy, Michael	Pomquet Island	Dec. 18, 1890	350 00
Mundell, Edward	Eddy Point	July 28, 1903	400 00
Martell, John T.	Scatterie Light and Fog Whistle	" 30, 1897	800 00
Murray, John	Cape George, Great Bras d'Or Lake	Nov. 3, 1897	200 00
Munroe, William L.	Tree Top Island	Oct. 28, 1879	325 00
Mitchell, John W.	Jeddore Rock	Sept. 29, 1882	400 00
Mitchell, Wm. A.	Quaker Island	Feb. 19, 1896	300 00
Matheson, Murdoch	Whyecomah Pole Light	Sept. 11, 1884	60 00
Morrison, Mrs. L.	Freestone Islet Pole Light	June 5, 1897	150 00
Mauger, John J.	Cape LaRonde	Nov. 16, 1898	300 00
Melanson, J. W.	Gilbert Point	Aug. 18, 1894	300 00
Morris, F. E.	Ile Haute	" 2, 1904	500 00
Morris, John H.	Advocate Harbour	" 10, 1904	250 00
Myrick, John	Cape Race, Newfoundland, L. H. & F. W.	Nov. 1, 1897	1,000 00
Mathews, Wm. J.	Canso Range	Dec. 17, 1904	200 00
Martin, Charles	Catch Harbour	May 19, 1905	80 00
McDonald, Robert	Carter Island	Jan. 4, 1886	275 00
McRae, J. A.	Margaree or Sea Wolf Island	Feb. 28, 1907	400 00
McLellan, Rod'k	Margaree Harbour, Inner Range	June 8, 1901	50 00
McKay, R.	North Canso	Feb. 4, 1882	350 00
McFarlane, Andrew	Pictou Island	June 8, 1892	400 00
McDonald, John A.	Port Hood	May 10, 1880	280 00

†Crew paid by Department.

7-8 EDWARD VII., A. 1908

## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## NOVA SCOTIA—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
McLean, H.	Gillis Point.	Dec. 18, 1897.	150 00
McRae, Hector.	McKenzie Point, Great Bras d'Or.	Aug. 20, 1890.	160 00
McLeod, Norman.	Cape North, Money Point.	Oct. 14, 1899.	400 00
McNeil, F. X. S.	Iona.	Nov. 16, 1901.	120 00
McRae, Donald.	Kidston Island.	May 17, 1892.	200 00
McDonald, Norman.	Gooseberry Island or Marjorie Isle.	July 4, 1884.	100 00
McAkill, Kenneth.	Jerome Point.	" 30, 1901.	250 00
McNeil, John C.	Piper Cove.	Dec. 18, 1897.	120 00
McNeil, Laughlin.	McNeil Beach, Great Bras d'Or.	Aug. 6, 1884.	60 00
McFadyen, Malcolm.	Mabou Back Range Light.	April 17, 1891.	50 00
McDonald, John A.	Campbell Island, Victoria Co.	Feb. 16, 1907.	100 00
McEachern, A. L.	Cape George.	Sept. 8, 1898.	450 00
McLeod, Murdoch.	Pugwash.	Dec. 10, 1897.	300 00
McKenna, John L.	Cape Roseway, Light and Fog Alarm.	Mar. 31, 1899.	800 00
McDonald, Rod.	Clarke Cove.	April 2, 1904.	100 00
McLellan, Baxter.	Spencer Island.	July 21, 1904.	100 00
McLellan, Ingersoll L.	Economy Pole Light.	May 16, 1899.	*6 00
McAdam, Hugh R.	Arisaig.	Nov. 14, 1898.	100 00
McKay, Hector G.	Bird Island.	May 21, 1901.	450 00
McLean, Malcolm.	Great Bras d'Or Range, Front Light.	Jan. 13, 1903.	100 00
McLennan, John.	Henry Island.	July 21, 1903.	400 00
McLennan, John.	South-west Point, St. Paul Island.	Nov. 16, 1904.	400 00
McCarthy, D. A.	Sheet Rock.	Jan. 1, 1906.	500 00
McLeod, M. J.	St. Paul's Island Fog Alarm.	July 10, 1906.	500 00
Nass, Henry.	Battery Point.	Mar. 12, 1897.	300 00
Nickerson, Byron.	Negro Island.	July 26, 1897.	300 00
Nunn, George.	Sydney South Bar.	June 20, 1872.	300 00
Nicholson, Alex.	St. Ann Harbour.	" 5, 1905.	140 00
O'Hanley, C. F.	Yarmouth Channel Light.	May 6, 1906.	200 00
O'Leary, Wm. E.	Beaver Island.	Feb. 22, 1900.	400 00
O'Hara, Theodore.	Port Bickerton.	Jan. 26, 1901.	150 00
Orchard, L. D.	Rugged Island Harbour, Gull Rock.	" 1, 1877.	400 00
O'Neil, Thos.	Low Point Fog Alarm.	May 2, 1904.	500 00
O'Brien, Michael.	Bear Island.	Dec. 7, 1906.	300 00
Powell, A. M.	Page Island.	Dec. 5, 1905.	200 00
Payson, Jason.	Little Hope Island.	Oct. 22, 1901.	500 00
Pearl, Albert.	Green Island off Margaret's Bay.	Dec. 29, 1873.	500 00
Prince, Philip.	Louisburg Light.	Nov. 8, 1897.	350 00
Peters, John G.	Low Point Light.	Oct. 1, 1865.	480 00
Pettis, Wm.	Parraboro'.	Dec. 6, 1888.	340 00
Palmer, Howard.	Wolfe Point.	Oct. 14, 1899.	250 00
Palmer, H. W.	Lahave, Fort Point.	May 22, 1878.	200 00
Perry, Levi.	North East Harbour Range.	June 17, 1899.	250 00
Peters, John N.	Brier Island Light.	" 6, 1901.	400 00
Pope, John.	Main-a-Dieu.	Sept. 11, 1902.	300 00
Patterson, Wm.	Dartmouth.	June 3, 1903.	100 00
Patterson, C. D.	West End of Pictou Island.	Mar. 29, 1905.	400 00
Pride, Freeman.	Budget, St. Mary's River.	Dec. 7, 1905.	200 00
Patterson, Clifford.	Shulee Harbour.	Oct. 26, 1905.	200 00
Robinson, Charles.	Black Rock.	Mar. 16, 1885.	330 00
Ruggles, Frank.	Boars Head.	May 24, 1901.	350 00
Robicheau, B. H.	Cape St. Mary.	July 5, 1886.	350 00
Rathburn, Mrs. S. M.	Horton Bluff.	Sept. 3, 1879.	250 00
Ross, Robert.	George Island Light and Fog Bell.	Jan. 18, 1876.	250 00
Roblee, Jacob V.	Shafner Point.	May 29, 1897.	150 00
Riley, Simon W.	Annapolis.	Mar. 7, 1892.	100 00
Richards, Stephen C.	Charlo Harbour Range.	Nov. 4, 1901.	120 00
Ross, Alex. W.	Little Narrows.	May 23, 1902.	120 00
Rogers, Lloyd.	Amet Island.	Nov. 11, 1902.	450 00
Rose, John.	N. E. Point St. Paul Island.	July 17, 1897.	400 00
Roney, Henry.	Granville Centre.	Feb. 24, 1904.	75 00
Rudderham, S.	Sydney Range Front Light.	Jan. 15, 1905.	250 00
Schoville, J. H.	Yarmouth.	Jan. 9, 1907.	200 00
Smith, Wm. L.	Baccaro.	May 8, 1907.	450 00
Smith, Eph.	Sandbro Inner Island Pole Light.	Jan. 3, 1900.	100 00
Scott, M. C.	Guysborough Harbour.	April 19, 1884.	220 00
Spencer, Robt. A.	Spencer Point.	" 1, 1870.	125 00
Suthern, Edward W.	Westport.	" 12, 1890.	350 00
Saulnier, John H.	Church Point, St. Mary Bay.	Aug. 8, 1878.	200 00
Strum, James A.	Westhaver Island.	Sept. 25, 1888.	200 00

\*Per month during season of navigation.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Sallows, A. J.	Port Maitland or Green Cove Pole Light.	Dec. 28, 1900	200 00
Sampson, Theodore.	Beaver Island.	Oct. 13, 1892	80 00
Smith, Caleb.	Salter Head Beacon Light.	June 21, 1888	60 00
Smith, Wm. B.	Westhead, Cape Sable Island.	April 12, 1890	200 00
Smeltzer, John D.	Hobson Island.	April 10, 1900	300 00
Stephens, James Gordon.	Sand Spit, Shelburne Harbour.	Mar. 11, 1903	280 00
Slaunwhite, S. P.	Terence Bay.	Oct. 13, 1903	100 00
Stewart, Sargent.	Little Dyke.	May 1, 1906	25 00
Stoddard, James S.	Egg Island.	May 6, 1907	400 00
Theriault, D.	Jerseyman Island.	May 31, 1905	300 00
Troop, Ralph.	Troops Point.	Jan. 23, 1906	100 00
Vance, Geo. W.	Masstown or Debert.	June 29, 1898	25 00
Wolfe, Howard M.	West Ironbound Island.	June 22, 1895	250 00
Wells, Jas.	Whitehead Island.	Oct. 20, 1897	510 00
Wambold, Jas.	Sheet Harbour Passage.	May 11, 1887	50 00
Webb, Patrick.	Harbour au Bouche.	Feb. 19, 1896	250 00
Webber, Jas. M.	Torbay.	May 10, 1898	300 00
Wynacht, W. H.	Cross Island Light and Fog Whistle.	April 13, 1898	800 00
Warren, R. V.	Ingonish Island.	Sept. 17, 1903	360 00
Walsh, John.	Lingan Head.	July 14, 1904	200 00
Young, Uriah.	Chester, or East Ironbound Island.	Feb. 15, 1884	40 00
Yorke, Freeman	Cape Sharpe Light and Fog Alarm.	June 30, 1902	750 00

PRINCE EDWARD ISLAND.

Anderson, Albert.	St. Peters Range.	July 25, 1900	130 00
Allen Joel S.	Indian Point Pier.	May 18, 1898	375 00
Beaton, Angus S.	Hazard Point Range, Black Light.	Nov. 21, 1902	60 00
Bell, Wm.	Tryon Head.	Mar. 17, 1905	200 00
Clarke, Jesse George.	Georgetown Range, Back Light.	Aug. 14, 1901	150 00
Champion, Wm.	Alberton Range Lights.	Oct. 25, 1897	100 00
Connors, George	Georgetown, St. Andrew's Point.	June 3, 1901	150 00
Costain, Elijah.	Mimingash Range, Back Light.	May 18, 1906	40 00
Fraser, John.	Summerside Range, Front Light.	April 12, 1897	100 00
Gallup, J. W.	Balfour.	Dec. 7, 1906	120 00
Gaudet, Agape.	Big Tignish Range.	Aug. 30, 1897	130 00
Gillis, Donald.	Point Prim.	Dec. 10, 1897	300 00
Gallant, Jos. J. D.	Cape Egmont.	Oct. 21, 1902	200 00
Gould, Patk.	Fish Island.	Dec. 7, 1906	120 00
Hardy, Wm.	Little Channel Range.	July 26, 1875	100 00
Howatt, Abner J.	Leards Range, Outer Light, Crapaud.	" 22, 1893	100 00
Inman, James.	Leards Range, Inner Light, Crapaud.	Aug. 13, 1901	100 00
hJordan, M. L.	Cape Bear.	April 12, 1905	375 00
Kielly, John Andrew.	Cove Head Lights.	Nov. 27, 1890	90 00
Lewis, James.	Brighton Beach Range.	Mar. 1, 1899	100 00
Lavie, J. D.	Souris, East Lights.	June 23, 1905	300 00
Lavie, Capt. J. D.	Souris East.	June 23, 1905	300 00
Morrison, John D.	Cardigan River.	Aug. 15, 1901	100 00
McKela, Austin.	Grame Point.	Jan. 20, 1906	500 00
McDonald, John W.	Tracadie.	May 24, 1901	100 00
McRae, Daniel.	Hazard Point Range, Front Light.	April 6, 1900	70 00
McDonald, Lauchlin.	East Point and Fog Whistle.	Jan. 18, 1901	600 00
McDonald, John.	Douee Point Range, Orvell.	June 25, 1879	70 00
McLeod, Jas. H.	New London.	Jan. 29, 1896	125 00
McDonald, Wm.	West Point.	Aug. 22, 1876	300 00
McKay, Rodk. W.	Wood Island.	April —, 1899	250 00
McDonald, Jas. A.	Savage Harbour Range.	July 11, 1889	100 00
McLeod, Lemuel.	Murray Harbour, Front Light.	Dec. 21, 1897	50 00
McPherson, Daniel W.	Brush Wharf Range, Orvell.	Jan. 13, 1899	60 00

7-8 EDWARD VII., A. 1908

## STATEMENT giving Names and Stations of Light-keepers, &amp;c.—Continued.

## PRINCE EDWARD ISLAND—Concluded.

Name.	Station.	Appointed.	Salary.
			\$ cts.
McNeil, Alex. S.....	Block House Point, Charlottetown.....	Mar. 25, 1901..	340 00
McNeil, A. S.....	Warren Farm.....	May 16, 1907..	100 00
O'Brien, Patrick.....	Miminegash Range, Front Light.....	May 14, 1897..	60 00
O'Ranaghan, Peter.....	Sea Cow Head.....	April 21, 1873..	250 00
Phee, James.....	North Point.....	Sept. 4, 1897..	300 00
Penny, Robert.....	Murray Harbour, Back Light.....	Nov. 11, 1897..	50 00
Pino, Joseph N.....	North or Grand Range, Rustico.....	Feb. 6, 1897..	125 00
Robertson, Alfred.....	Annandale Range.....	Oct. 5, 1898..	100 00
Stavart, Geo.....	Summerside Range, Back Light.....	Sept. 8, 1895..	80 00
Steele, Colin.....	Panmure Head.....	June 3, 1901..	250 00
Thulin, C. A.....	Lund Light.....	May 3, 1907..	240 00
Tuplin, Jas. C.....	Sandy Island, Cascumpec.....	May 5, 1897..	300 00
Taylor, Chas.....	Dranley Point, Range Light.....	June 14, 1897..	60 00
Taylor, Jas. W.....	St. Peters Island.....	May 1, 1897..	200 00
Wiggins, G. W. J.....	Darnley Point, Range.....	Oct. 16, 1896..	125 00
Wright, Chas. L.....	Wright Range, Crapaud Harbour.....	June 14, 1894..	100 00
Westaway, John.....	Georgetown Wharf.....	Jan. 16, 1906..	100 00
Young James.....	Wood Island Harbour.....	Nov. 14, 1902..	80 00

## BRITISH COLUMBIA.

Allison, P.....	Portier Pass.....	Nov. 12, 1902..	*30 00
Allan, R.....	Crofton Light.....	May 31, 1907..	80 00
Brown, Wm. Henry.....	Ballinac Island.....	Oct. 3, 1901..	200 00
B. C. Electric Co.....	Laurel Point.....	—, —, 1903..	65 00
B. C. Electric R. R. Co.....	Brocthy Ledge.....	—, —, 1903..	200 00
Blanchard, B.....	The Sisters, Light and Fog Alarm.....	Feb. 20, 1905..	600 00
Carpenter, C.....	Dryad Point.....	Nov. 7, 1899..	†300 00
Crosier, James.....	Bare Point, Chemainus.....	June 12, 1897..	168 00
Clarke, M. G.....	Entrance Island, Light and Fog Whistle.....	Nov. 26, 1897..	900 00
Codville, James.....	Pointer Island.....	Dec. 26, 1899..	360 00
Croft, M. A.....	Discovery Island, Light and Fog Whistle.....	April 1, 1902..	900 00
	Gallows Point and Middle Ground Beacons, Nanaimo Harbour.....		120 00
Daykin, William P.....	Carmanah Point, Light and Fog Whistle.....	Nov. 4, 1890..	1,200 00
Davidson, John.....	Cape Mudge.....	June 27, 1898..	420 00
Davies, J. Wm.....	Scarlet Point.....	May 2, 1905..	1,200 00
Doney, John.....	Yellow Island.....	Nov. 1, 1905..	500 00
Davies, James.....	Egg Island.....	Mar. 6, 1906..	1,200 00
Eastwood, F. M.....	Race Rocks, Lights and Fog Whistle.....	Jan. 31, 1891..	1,200 00
Erwin, Walter.....	Point Atkinson, Light and Fog Whistle.....	Oct. 5, 1880..	1,000 00
Elsternan, F. W.....	Lawyer Island.....	April 1, 1905..	600 00
Ellis, A.....	Kyuquot Light.....		240 00
Franklin, Wm. Thos.....	Merry Island.....	Jan. 8, 1904..	360 00
Grant, G. W.....	Amphitrite.....	April 2, 1906..	250 00
Georgeson, Henry.....	Active Pass, Light and Fog Whistle.....	July 21, 1884..	900 00
Georgeson, James.....	Saturna Island, East Point.....	Oct. 26, 1889..	550 00
Grove, John.....	Prospect Point.....		300 00
Gallup, J. W.....	Proctor.....	Jan. 1, 1900..	240 00
Georgeson, John.....	Walker Rock.....		240 00
Garrard, F. C.....	Lennard Island.....	Nov. 1, 1904..	460 00
Gillespie, W.....	Portlock Point.....	—, 1905..	460 00
Godtel, A.....	Sooke Light.....	April 1, 1907..	120 00
Gurney, A. B.....	Pine Island.....	1, 1907..	700 00
Harrap, R.....	Coffin Islet and Danger Reef.....	April 15, 1903..	300 00
Harrison, S. G.....	Berens Island.....	Nov. 4, 1897..	†300 00
Hayilar, T. C.....	Pine Island.....		500 00
Hukkala, B.....	Pultney Point.....	Temporary.....	500 00

\* Per month.

† Allowance, \$600 per annum for mail service.



SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BRITISH COLUMBIA—Concluded.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Jones, William D.....	Brocton Point, Burrard Inlet.....	Aug. 20, 1890..	300	00
Johnson, Capt. George.....	Flaggard.....	July 30, 1901..	500	00
Jackson, G. H.....	Janotina.....		300	00
Kootenay Electric Light Co....	Kahlo.....	Dec. 1, 1897..	240	00
Kernode, Thos.....	Sechart Light.....	May 31, 1907..	240	00
Lindblow, L.....	Lucy Island.....		600	00
Moore, Hugh.....	Dock Island.....	May 15, 1903..	*20	00
McColl, S. W.....	Garry Point.....	July 24, 1898..	*10	00
McElroy, O.....	Pilot Bay.....	May 2, 1905..	380	00
McNeil, D. H.....	Fiddle Reef.....	Mar. 21, 1905..	400	00
McMillan, J. F.....	North Arm Fraser River.....	" 29, 1905..	240	00
McDonald, J.....	Trial Island.....		450	00
McMillan, Jno. A.....	Denmans Island.....	Aug. 15, 1906..	400	00
McMillan, F. A.....	Plover Point.....		180	00
Nelson, T.....	Scarlett Point.....	Mar. 6, 1906..	450	00
O'Brien, Michael.....	Sand Head Lightship.....	Oct. 1, 1904..	1,200	00
Patterson, Thomas.....	Cape Beale.....	Mar. 2, 1895..	1,200	00
Parker, A. A.....	Fraser River Lights.....	July 1, 1907..	300	00
Reuter, F.....	Ivory Island.....	May 2, 1905..	500	00
Rudge, C.....	Birnie Island.....	" 2, 1905..	240	00
Richardson, J. S.....	Pashena Point.....	Sept. 1, 1907..	700	00
Sparks, T.....	Shoal Point and Middle Rock, Victoria Harbour	Jan. 29, 1903..	180	00
Sparks, —.....	Brothy Ledge.....		120	00
Thulin, C. A.....	Lund Light <sup>9</sup> .....	May 3, 1907..	240	00
Western Fuel Co.....	Gallows Point.....	May —, 1906..	120	00
Whitaker, H.....	Sechart.....	Oct. 19, 1904..	240	00

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA.

7-8 EDWARD VII., A. 1908

## APPENDIX

## LIFE Saving Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary.— Per annum.	Pay of Crew.
<i>Bay of Fundy—</i>						
1	Seal Cove.....	1898	F. Benson.....	7	75	\$2.00 per drill, and extra when engaged saving life.
2	Yarmouth.....	1886	A. Cain.....	7	75	" " "
3	Mud Island.....	1887	I. Pitman.....		80	" " "
4	Seal Island.....	1880	H. Hitchens.....	7	250	\$100 each of crew per annum ..
<i>Atlantic Coast—</i>						
5	Clark's Harbour.....	1900	Thomas N. Nickerson.	7	75	\$2.00 per drill, and extra when saving life.
6	Blanche.....	1889	W. A. B. Smith ..	7	75	" " "
7	Port Mouton.....	1889	Walter Cook.....	7	75	" " "
8	Duncan's Cove.....	1886	J. W. Holland.....	7	75	" " "
9	Herring Cove.....	1885	J. Gorman.....	7	75	" " "
10	Devil's Island.....	1885	Benj. H. Henneberry.	7	75	\$2.00 per drill, and extra when saving life.
11	White Head.....	1890	H. P. Munroe.....	6*	75	" " "
12	Sable Island.....	1885	{ G. Soderberg .. J. Ritcey.....	{ }	{ 250 250}	Paid as island staff.....
13	Scatterie Island.....	1885	F. Martell.....	7	75	\$2.00 per drill, and extra when saving life.
<i>Gulf of St. Lawrence—</i>						
14	St. Paul's Island.....	1885	Supt. Humane Establishment..	3		\$300 each per annum.....
15	Pictou Island.....	1889	Alex. Currie.....	7	75	\$2.00 per drill, and extra when saving life.
	Cape Tormentine.....	1893	No organized crew.			" " "
<i>Great Lakes—</i>						
16	Wellington.....	1883	"			\$2.00 per drill, and extra when saving life.
17	Consecon.....	1898	W. A. Young.....	7	75	" " "
18	Cobourg.....	1882	D. Rooney.....	7	75	" " "
18	Port Hope.....	1889	W. T. Clarke.....	7	75	" " "
19	Toronto Island.....	1883	Wm. Ward.....	7	75	" " "
21	Long Point.....	1902	Geo. Wisner.....	*7	†75 & 40	\$2.00 per drill, and \$40 per month for three months.
22	Port Stanley.....	1885	Wm. Berry.....	7	75	\$2.00 per drill, and extra when saving life.
23	Point Pelee.....	1900	W. A. Grubb, jr..	7	75	" " "
24	Goderich.....	1886	J. R. Craigie.....	7	75	" " "
25	Collingwood.....	1885	P. Doherty.....	7	75	" " "
26	Kincardine.....	1903	Thos. McGaw.....	7	75	" " "

\* Crew at station permanently for three months during autumn. † \$75 and \$40 per month for three

## SESSIONAL PAPER No. 21

## No. 21.

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	\$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S...	Full regulation.	Iron rails laid in 1900.
Dobbin's pattern, self-bailing and self-righting, 25 feet long.	575	Dartmouth, N.S..	"	
Fishing-boats and dories .....	80 pr. an.	.....	Ordinary.....	Kept by contract with fishermen.
Beebe-McLellan boat on east side, west " ..	240	Shelburne and Halifax, N.S.	Full regulation.	New boat, 1903
Beebe-McLellan, self-bailing, 25 feet long, low ends.	250	" ..	" ..	Boat house and gear cost \$700.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Dartmouth, N.S. .	" ..	New boat in 1901.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	" ..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S....	" ..	Lyle gun established here in 1900; new boat, 1903.
" " ..	250	" ..	" ..	
Dobbin's pattern, " ..	575	Dartmouth, N.S. .	" ..	Lyle gun.
Two Dobbin's self-righting and bailing boats and one Beebe-McLellan surf-boat, self-bailing.	1,100	Halifax, N.S. ....	" ..	Lyle gun and rocket apparatus kept here. Coxswains are under the control of Superintendent of Humane Establishment.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S. ....	" ..	New boat, 1903.
Beebe-McLellan self-bailing, 25 feet long, low ends..	250	" ..	Full equipment.	Lyle gun added in 1900.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S. .	" ..	
Boats of winter mail service .....	.....	.....	Ordinary.....	
Dobbin's pattern, self-righting and bailing. " ..	750	Buffalo, N.Y. ....	Full equipment.	Removed from Poplar Point in 1900.
" " ..	750	" ..	" ..	Removed from Wellington in 1893.
" " ..	575	Goderich, Ont. ....	" ..	
" " ..	620	" ..	" ..	
" " ..	600	" ..	" ..	New boat, 1895.
Surf-boat .....	330	Collingwood .....	" ..	New station and new boat 1902.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	350	" ..	" ..	
Surf-boat .....	330	" ..	" ..	Boat house removed from Point up 200 yards and tramway built.
" ..	330	" ..	" ..	New boat, 1902.
Beebe-McLellan self-bailing surf-boat.	375	" ..	" ..	New boat, 1896.
" " ..	350	" ..	" ..	New boat, 1903.

months while permanently at station.

## APPENDIX No. 22.

## MARINE SCHOOLS.

Lt.-Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Can.

SIR,—I have the honour to herewith submit a statement of attendance at the lectures upon marine subjects, which were given at the following places :—Lunenburg, Yarmouth, North Sydney, N.S., St. John, N.B., Quebec, Montreal, P.Q., Kingston, Toronto, Collingwood, Ont., and Victoria, B.C.

The schedule of subjects, which the lectures followed, was similar to that of previous years, which comprises all the elementary parts of a sailor's education. By special request from advanced students, lectures on astronomy were given at Yarmouth N.S.

Lectures were given every Tuesday and Friday, beginning the first week in December, 1906, and during the months of January, February and March, 1907, in all, thirty-two evenings were devoted to the elucidation of subjects pertaining to seamanship.

Many evenings were devoted especially to the thorough explanation of the rule of the road and upon the correction of the compass. Models and a deviascope have been supplied to every school to demonstrate, in a practical manner, the effect of iron on compasses.

It is necessary that the above two subjects be thoroughly mastered by our seamen navigating our lakes and rivers. The shipping community, the interested public and the press have eulogized the government for the institution of those lectures, especially on the Great Lakes. It will be seen, by the statement, that the attendance, at Quebec, Toronto, Collingwood and Victoria, was all that could be desired and beyond the most sanguine expectations.

I have much regret in stating that the efforts of the department have not been appreciated in St. John and Montreal. I am absolutely at a loss to explain the reason why Montreal, especially, has had no attendance, as I know, from past experience, that there is a great number of navigators residing in that city, who would benefit greatly by attending and listening to the explanations which are given on the important subjects of their profession.

I have also to state that, during the season of 1906-6, the attendance, at Halifax, was not satisfactory, but I may suggest that, if a suitable man is found, another trial be made during the winter of 1907-8.

The lectures would prove more interesting, instructive and attractive, if each school was provided with a first-class and up to date lantern, whereby diagrams, and plans of the subject discussed could be thrown on a screen, it would facilitate materially the task of the lecturer, and explanations would be more comprehensive to the majority of the students.

Respectfully submitted,

L. A. DEMERS,  
*Supt. Govt. Marine Schools.*

September 7, 1907.

## SESSIONAL PAPER No. 21

## STATEMENT OF ATTENDANCE.

Schools.	No. of Lectures.	Max.	Min.	Average.	Total.	Remarks.
Halifax.....	.....	.....	.....	.....	.....	No lectures, owing to death of examiner.
Lunenburg.....	25	18	2	8	199	
Yarmouth.....	28	11	2	7	211	
St. John.....	19	3	2	.....	13	
North Sydney.....	30	8	3	6	127	
Quebec.....	27	26	3	16	427	No lectures given, only one attended. No available report.
Montreal.....	.....	.....	.....	.....	.....	
Kingston.....	.....	.....	.....	.....	.....	
Toronto.....	31	24	5	14	453	
Collingwood.....	21	47	11	27	575	
Victoria.....	30	12	4	8.2	246	
					2,251	

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## APPENDIX No. 23.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT  
INSPECTION.

CHAIRMAN'S OFFICE,

OTTAWA, October, 1907.

To the Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a report of the working of the steamboat inspection service for nine months of fiscal year ending March 31, 1907.

It defines the general work of the service during the time stated, giving the names and number of steamboats inspected and certificated in the several divisions, and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports, but registered elsewhere than in Canada, together with the fees received for engineers' examinations, the names of the candidates, and their grade of certificate.

The steamboat inspectors of the port of Montreal, in addition to the steamboats inspected, have also inspected the ships' tackle and hoisting gear of 310 vessels, which is used for the purpose of loading and unloading them.

Number of steam vessels reported as known by the inspectors in the Dominion, for the nine months of fiscal year ending March 31, 1907.

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto.....	328	64,425	28	24,053
Collingwood.....	215	56,294	4	2,224
Kingston.....	158	26,371	11	1,693
Montreal.....	179	22,503	6	11,246
Sorel.....	80	31,301	nil.	.....
Quebec.....	114	19,859	1	1,170
Nova Scotia.....	148	29,458	14	23,931
New Brunswick and P. E. Island.....	170	22,029	7	9,812
British Columbia and Yukon Territory.....	215	49,070	12	12,815
Manitoba and Northwest Territories.....	160	11,834	nil.	.....
Total.....	1,767	333,144	83	86,944

## SESSIONAL PAPER No. 21

Number of Dominion registered steam vessels inspected, and their gross tonnage, with amount of fees collected on account of steamboat inspection, during the nine months of fiscal year ending March 31, 1907.

Division.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboat inspection.
			\$ cts.
Toronto.....	160	21,204	138 40
Collingwood.....	81	8,417	nil.
Kingston.....	90	3,885	"
Montreal.....	43	4,245	"
Sorel.....	7	1,654	"
Quebec.....	25	2,955	130 00
Nova Scotia.....	66	9,009	1,070 80
New Brunswick and P. E. Island.....	76	7,017	nil.
British Columbia and Yukon Territory.....	31	2,432	504 96
Manitoba and Northwest Territories.....	21	2,432	
Engineers' Certificates.....			1,000 00
Total.....	610	63,350	\$2,844 16

## BOARD MEETINGS.

August 22, 1906.—A meeting of the Board of Steamboat Inspection was convened at Victoria, B.C., for the examination of candidates for the position of hull inspector for that province, the result of which Mr. John C. Kinghorn demonstrated his fitness for the position and was appointed thereto by order in council of November 22, 1906.

## CASUALTIES.

The following are the casualties reported from the several divisions as having occurred for the nine months ending March 31, 1907.

*Toronto Division.*

September 18, 1906.—The steamer *Gordon Jerry*, of Windsor, was totally destroyed by fire at Ward's island, Toronto harbour, cause of fire unknown.

November 22, 1906.—During a severe gale in the early morning, the steamer *Resolute*, of Desoronto, foundered. The steamer had been lying to anchor under Gibraltar point, outside the western entrance to Toronto harbour, waiting for the wind to moderate to enable her to enter the harbour. Suddenly the wind shifted and the steamer began to sink; she was abandoned and six of the crew reached shore in safety, while six were drowned.

On Thursday night, December 4, 1906, the steamer *Monarch*, of Sarnia, en route from Fort William to Sarnia, went ashore on Isle Royal, Lake Superior, during a snow storm and became a total loss; one of the crew was drowned.

On January 5, 1907, the tug *Skylark*, of Toronto, while on her way to Port Stanley from Port Colborne, in a dense fog ran ashore near Port Maitland and became a total loss. The boiler and machinery have been removed.

On December 6, 1906, the steamer *Golspie*, of Hamilton, when on a voyage from Fort William to Point Edward, with a cargo of grain, went ashore during the night at Brule bay, Lake Superior. The vessel was abandoned and became a total loss. The accident occurred during a snow storm, and at some distance from any settlement; owing to the inclemency of the weather and exposure, several of the crew were severely frost bitten before assistance was received, from the results of which one of them died at the hospital at Sault Ste. Marie, Ont.

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*Collingwood Division.*

September 2, 1906.—Steamer *Balize*, of Windsor, struck a rock at Little Detour passage, north channel, and sank in deep water; the officers and crew escaped in the yawl boat. She has since been raised and repaired.

November 22, 1906.—Steamer *J. H. Jones*, of Goderich, left Owen Sound during a heavy gale, bound for Lion's Head, and was last seen off Cape Croker at the close of darkness that evening. It is supposed the steamer foundered off Cape Croker, although the two life boats and other wreckage came ashore at Christian island. All the crew and passengers, amounting to about twenty-two persons, were lost.

*Kingston Division.*

On November 8, 1906, steamer *Strathmore*, of Cobourg, on voyage from Fort William to Kingston, went ashore on Michipicoten island during a snow storm, and became a total loss; there was no loss of life.

Steamer *Erinsdale*, of Whitby, on the morning of August 9, 1906, was destroyed by fire while lying at the wharf at Newcastle, becoming a total loss. No loss of life reported.

On July 22, 1906, steamer *Maple Leaf*, of Hamilton, while lying at the dock took on fire and became a total loss. There being no person on board at the time, cause of fire is unknown.

Steamer *Beaver*, of Port Hope, while in winter quarters at Lakefield, was completely destroyed by fire; cause of fire unknown.

*Montreal Division.*

On September 27, 1906, the steamer *Maude*, of Montreal, collided with the steamer *Ottawan*, of Ottawa, at midnight, on the Ottawa river near Hudson, and sank in about twenty feet of water. The *Ottawan* sustained very little damage, and stood by to take the passengers and crew on board; two of the crew and one passenger were drowned. Part of the machinery was taken out of the *Maude*, and the hull was hauled out of the channel and abandoned.

On October 8, 1906, the steam barge *A. M. Marshall* collided with dredge No. 1 in the harbour of Montreal. She was proceeding down stream and tried to pass on the south side, but failed to do so, striking the dredge and sinking her in about thirty feet of water. Part of the machinery was removed and the hull drifted down to Hochelaga. The steam barge received very little damage.

*Quebec Division.*

On July 6, 1906, the passenger steamer *Gaspesien*, of Quebec, collided with a floating elevator in the harbour of Montreal, making a hole in her port side under the water line. She was beached to prevent her from sinking, and subsequently floated and placed in dock and repaired.

On September 6, 1906, the steamer *Heward McMaugh*, of St. Catharines, ran ashore on the Wye Rock, at St. Thomas, and sank. She is a total loss, no fatalities.

On October 12, 1906, the steamer *Polino* ran ashore at Goose island, when she was subsequently floated, brought to Quebec and repaired.

On November 15, 1906, the steamer *Sprag*, of Quebec, ran ashore at Madame island. She was floated on the 21st, and docked at Quebec for repairs.

*Nova Scotia Division.*

December 2, 1906.—The steamer *Maggie*, of Lunenburg, while lying at her wharf at Canso, N.S., caught fire, supposed to be from hot fire tools, and was totally destroyed, no lives lost.



## SESSIONAL PAPER No. 21

December 22, 1906, steamer *Strathcona*, of Halifax, when entering Port Dufferin, N.S., was discovered on fire over the boiler, and in a few minutes was totally destroyed; no loss of life occurred.

January 6, 1907, steamer *Yankee*, of Yarmouth, while entering Tusket harbour, N.S., struck a rock and became a total loss; no loss of life.

*New Brunswick and Prince Edward Island Division.*

August 7, 1906, the steamer *Admiral*, of St. John, N.B., while proceeding out of the Narrows during a thick fog, struck the rocks and damaged her bow, causing her to sink, she was subsequently raised and repaired.

September 1, 1906, steamer *Neptune*, of St. John, while lying at her wharf, caught fire at the midship portion of deck house, destroying wheel-house and engine-room. Cause of fire unknown; all damage was made good.

October 7, 1906, steamer *Elfin*, of Charlottetown, Prince Edward Island, while lying at her wharf at Charlottetown, P.E.I., caught fire, was very badly damaged, and condemned.

*Manitoba and Northwest Territories Division.*

On August 22, 1906, the steamer *Harvey Neelon*, of St. Catharines, while on a voyage from Port Arthur to Fort William caught fire around the boiler and became a total loss. Cause of fire unknown. No loss of life.

On August 25, 1906, the steamer *Princess*, of Winnipeg, 405 gross tons, while en route from Poplar point, Lake Winnipeg, to Selkirk, encountered a heavy storm and sprang a leak whereby she sank, becoming a total loss. The captain and five others were drowned.

*British Columbia Division.*

On July 21, 1906, steamer *Princess Victoria*, on a voyage from Vancouver to Victoria, when near Brockton point, Vancouver narrows, came into collision with steamer *Chehalis*, whereby the latter sank and became a total loss, nine persons lost their lives.

On October 16, 1906, steamer *Princess Victoria*, on a voyage from Vancouver to Victoria, struck and remained fast on Lewis rock, abreast of Oak bay, Victoria; was pulled off next day with rising tide, and hauled out on marine railway, damage about 100 feet of keel and garboard, and forty frames renewed and repaired.

On September 26, 1906, the steamer *Columbian*, when bound down the Yukon river from Whitehorse to Dawson, with a mixed cargo, including two tons of blasting powder, by some means the powder exploded, setting the boat on fire; she was promptly beached to save the crew, five of whom subsequently died from the burns received.

I am, sir,

Your obedient servant,

E. ADAMS,

Chairman, Board of Steamboat Inspection.







SUPPLEMENT TO THE ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES  
**MARINE**

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**SEVENTH REPORT**  
**OF THE**  
**GEOGRAPHIC BOARD OF CANADA**

CONTAINING ALL DECISIONS TO JUNE 30

1908

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA  
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1908

[No. 21a—1908.]



To the Hon. L. P. BRODEUR,  
Minister of Marine and Fisheries,

The undersigned has the honour to submit the Seventh Report of the Geographic Board of Canada, containing all decisions of the Board to date hereof, the time of publication having been extended, as it was desirable to include a large number of names approved since the close of the fiscal year.

F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Chairman of the Board.

June 30, 1908





ORDER IN COUNCIL  
*THE CANADA GAZETTE.*

OTTAWA, Saturday, June 25, 1898.

[3324]

AT THE GOVERNMENT HOUSE AT OTTAWA

SATURDAY, DECEMBER 18, 1897.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, by and with the advice of the Queen's Privy Council of Canada is pleased to create a 'Geographic Board' to consist of one member for each of the Departments of the Geological Survey, Railways and Canals, Post Office, and Marine and Fisheries, such member, being appointed by the Minister of the department; of the Surveyor General of Dominion Lands, of such other members as may from time to time be appointed by Order in Council, and of an officer of the Department of the Interior, designated by the Minister of the Interior, who shall act as secretary of the Board; and to authorize the Board to elect its chairman and to make such rules and regulations for the transaction of its business as may be requisite.

His Excellency is further pleased to order and direct, that all questions concerning geographic names in the Dominion which arise in the departments of the public service shall be referred to the Board, and that all departments shall accept and use in their publications the names and orthography adopted by the Board.

JOHN J. McGEE,  
*Clerk of the Privy Council.*

*Extract from O. in C. dated Dec. 14, 1899.*

'That the Order in Council constituting the Board be amended by giving to the government of the North-west Territories and to each Province the right to nominate one of their officials as a member of the Board who shall advise the Board with reference to names in his Province, provided that the several governments undertake to be guided by the decisions of the Board.



## MEMBERS OF THE GEOGRAPHIC BOARD OF CANADA

GOURDEAU, F.,	DEPUTY MINISTER OF MARINE AND FISHERIES, <i>Chairman</i> .
ANDERSON, W. P.,	CHIEF ENGINEER, Department of Marine and Fisheries.
BELL, DR. ROBERT,	CHIEF GEOLOGIST, Geological Survey, Department of Mines.
DAWSON, DR. S. E.,	KING'S PRINTER AND CONTROLLER OF STATIONERY.
DEVILLE, DR. E.,	SURVEYOR-GENERAL OF DOMINION LANDS.
DOWLING, D. B.,	ASSISTANT GEOLOGIST, Geological Survey, Department of Mines.
JOHNSON, E. V.,	INSPECTING ENGINEER, Department of Railways and Canals.
SENÉCAL, C. O.,	GEOGRAPHER AND CHIEF DRAUGHTSMAN, Geological Survey, Department of Mines.
SMITH, W.,	SECRETARY, Post Office Department.
WHITE, JAMES,	GEOGRAPHER, Department of the Interior.
WHITCHER, A. H.,	Department of the Interior, <i>Secretary</i> .

## EXECUTIVE COMMITTEE.

W. P. ANDERSON,      J. WHITE,      A. H. WHITCHER.

## PROVINCIAL REPRESENTATIVE MEMBERS.

(*Order in Council, Dec. 14, 1899.*)

ONTARIO,	AUBREY WHITE, DEPUTY MINISTER OF LANDS AND FORESTS, Toronto, Ont.
QUEBEC,	EUGENE ROUILLARD, DEPARTMENT OF LANDS AND FORESTS, Quebec.
NEW BRUNSWICK,	DR. J. R. INCH, CHIEF SUPERINTENDENT OF EDUCATION, Fredericton, N.B.
NOVA SCOTIA,	DR. A. H. MACKAY, SUPERINTENDENT OF EDUCATION, Halifax, N.S.
PRINCE EDWARD ISLAND,	THE PROVINCIAL SECRETARY, ( <i>ex-officio</i> ), Charlottetown, P.E.I.
BRITISH COLUMBIA,	W. F. ROBERTSON, PROVINCIAL MINERALOGIST, Victoria, B.C.
SASKATCHEWAN,	JOHN A. REID, CLERK OF THE EXECUTIVE COUNCIL, Regina, Sask.



## GEOGRAPHIC BOARD OF CANADA

### BY-LAWS.

#### I—OFFICERS OF THE BOARD.

The officers shall consist of a chairman (who shall be elected by ballot), of an executive committee of three to be nominated by the chair and approved by the Board, all of whom shall serve for one year or until their successors shall be chosen, and of the secretary.

#### II—DUTIES OF OFFICERS.

(a.) The chairman shall preside at the meetings and shall certify to the decisions of the Board. He shall appoint all committees not specially named by the Board. In his absence the Board shall have power to elect a temporary chairman.

(b.) The secretary shall keep minutes of the proceedings of the Board and shall record the decisions rendered, or other action of the Board upon cases submitted to it, with reference to the papers filed in each case. He shall maintain files of the original papers, or copies of them, that may be presented in each case, conveniently arranged for reference. He shall, under the instructions of the Board, conduct the general correspondence and shall receive communications presented for the consideration of the Board.

(c.) The executive committee shall receive through the secretary all communications requiring decision by the Board, shall investigate the questions presented and, after securing information from all available sources, shall report to the Board with recommendations regarding them.

(d.) Before dealing with any name within a province represented upon the Board, such name shall be submitted to the representative of said province for examination and report.

(e.) Upon the receipt of a communication submitting place-names for the consideration of the Board, it shall be the duty of the secretary, after preliminary submission to the executive committee, to transmit at once a copy of such communication, together with any papers relating thereto, to the member of the Board for the province affected, and also, in the case of coast names appearing on admiralty charts, to the hydrographer of the admiralty.

(f.) So soon as the report of the provincial representative, and in the case of chart names, the report of the hydrographer, are received, the secretary shall immediately submit the whole correspondence to the executive committee who shall promptly prepare the names for submission to the Board.

(g.) The secretary shall enter upon every record submitted for the consideration of the Board, the recommendation of the provincial representative, and, if any, the recommendation of the hydrographer.

#### III—MEETINGS.

The Board shall hold regular meetings on the first Monday in each month. Special meetings may be called by the chairman or by the executive committee. Five members of the Board shall constitute a quorum, but on the written request of any member, filed with the secretary of the Board within a month from the date of a meeting, any decision adopted at such meeting shall be reserved for approval by a majority of the full Board. The affirmative vote of a majority of all the members of the Board shall be required for the final decision in any case. All motions presented for the consideration of the Board shall be submitted in writing

## IV—REPORTS.

The Board shall publish its decisions on geographic names, after each meeting, in the *Canada Gazette* and in bulletins, the same to be consolidated in a general report of the Board's work, to be issued at the end of each fiscal year.

## V—AMENDMENTS.

These by-laws may be amended at any regular or special meeting, by a majority vote of all the members of the Board, provided that copies of the proposed amendment have been sent by the secretary to the members of the Board at least twenty days previous to the time the vote is taken.

## RULES OF NOMENCLATURE.

1. When the priority of a name has been established by publication, particularly when such publication has occurred in any standard or authoritative work or works, that name should, if possible, be retained.

2. When names have been changed or corrupted, if not too firmly established by local usage or otherwise, the original forms should be restored.

3. In cases where what was evidently originally the same word, appears with various spellings sanctioned by local usage or otherwise, these various spellings when applied to different features should be regarded as in effect different names, and as a rule it is inadvisable to attempt to produce uniformity.

4. As a rule the first published name should be retained, but where a choice is offered between two or more names for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.

5. The possessive form should be avoided whenever it can be done without destroying the euphony of the name or changing its descriptive application. Where the possessive form is retained, the apostrophe should be dropped.

6. It is desirable to avoid the use of hyphens to connect parts of Indian names.

7. Names consisting of more than one word may be connected by hyphens or combined in one word as may be advisable.

8. It is desirable to avoid the use of the words city and town as parts of names.

9. The form 'canyon' may be used instead of 'cañon'.

10. The term 'brook' is considered preferable to 'creek' for designating small streams, and will be adopted in cases where the latter has not become too firmly fixed.

11. The Board suggests that the initial letters of generic or descriptive parts of geographical names, when used in reports or other documents, should not be capitals.

12. The use of alternative names should be discontinued where possible or not inconvenient.

13. Geographical names in foreign countries should be rendered in the form adopted by that country, except where there are English equivalents already fixed by usage.

14. French names in Canada are to be spelt according to the rules of the French language.

15. The spelling of native geographical names should represent, approximately, the true sounds of the words as pronounced in the native tongue.

16. The Board adopts the rules of the Royal Geographical Society for the orthography of geographical names, of which the broad features are as follows:—

(a) The vowels are to be pronounced as in Italian and the consonants as in English.

(b) Every letter is pronounced, and no redundant letters are introduced. When two vowels come together each one is sounded, though the result, when spoken quickly, is sometimes scarcely to be distinguished from a single sound, as in *ai*, *au*, *ei*.

(c) One accent only is used, the acute, to denote the syllable on which stress is laid. This is very important, as the sounds of many names are entirely altered by the misplacement of this 'stress'.

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The following amplification of these rules explains their application:—

Letters.	Pronunciation and Remarks.	Examples.
a	<i>ah</i> , <i>a</i> as in <i>father</i> .....	Java, Banana, Somli, Bari.
e	<i>eh</i> , <i>e</i> as in <i>fate</i> .....	Tel el Kebir, Oleleh, Yeso, Medina, Levuka, Peru.
i	English <i>e</i> ; <i>i</i> as in <i>ravine</i> ; the sound of <i>ee</i> in <i>beet</i> . Thus, not <i>Feejee</i> , but	Fiji, Hindi.
o	<i>o</i> as in <i>mote</i> .....	Tokyo.
u	long <i>u</i> as in <i>flute</i> ; the sound of <i>oo</i> in <i>boot</i> . <i>oo</i> or <i>ou</i> should never be employed for this sound..... Thus, not <i>Zooloo</i> , but <i>All vowels are shortened in sound by doubling the following consonant</i> ..... Doubling of a vowel is only necessary where there is a distinct repetition of the single sound.	Zulu, Sumatra.
ai	as in <i>aile</i> , or English <i>i</i> as in <i>ice</i> .....	Yarra, Tanna, Mecca, Jidda.
au	<i>ow</i> as in <i>how</i> ..... Thus, not <i>Foochow</i> , but	Nuulua, Oosima.
ao	is slightly different from above.....	Shanghai.
aw	when followed by a consonant or at the end of a word, as in <i>law</i> ..	Fuchau.
ei	is the sound of the two Italian vowels, but is frequently slurred over, when it is scarcely to be distinguished from <i>et</i> in the English <i>eight</i> or <i>ey</i> in the English <i>they</i> .	Macao.
b	English <i>b</i> .	Cawnpora.
c	is always soft, but is so nearly the sound of <i>s</i> that it should be seldom used. If <i>Celebes</i> were not already recognized it would be written <i>Selebes</i> .	Beirut, Beilul.
ch	is always soft as in <i>church</i> .....	Celebes.
d	English <i>d</i> .	Chingohin.
f	English <i>f</i> . <i>ph</i> should not be used for the sound of <i>f</i> . Thus, not <i>Haiphong</i> , but	Haifong, Nafa.
g	is always hard. (Soft <i>g</i> is given by <i>j</i> ).....	Galapagos.
h	is always pronounced when inserted.	
hw	as in <i>what</i> ; better rendered by <i>hw</i> than by <i>wh</i> , or <i>h</i> followed by a vowel, thus <i>Hwang ho</i> , not <i>Whang ho</i> , or <i>Hoang ho</i> .	Hwang ho, Ngan hwei.
j	English <i>j</i> . <i>Dj</i> should never be put for this sound.....	Japan, Jinchuen.
k	English <i>k</i> . It should always be put for the hard <i>c</i> . Thus, not <i>Corea</i> , but	Korea.
kh	The Oriental guttural.....	Khan.
gh	is another guttural, as in the Turkish.....	Dagh, Ghazi.
m	} As in English.	
n		
ng	has two separate sounds, the one hard as in the English word <i>finger</i> , the other as in <i>singer</i> . As these two sounds are rarely employed in the same locality, no attempt is made to distinguish between them.	
p	As in English.	
ph	As in <i>loophole</i> .....	Chemulpho, Mokpho.
th	stands both for its sound in <i>thing</i> , and as in <i>this</i> . The former is most common.	Bethlehem.
q	should never be employed; <i>qu</i> (in <i>quiver</i> ) is given as <i>kw</i> ..... When <i>qu</i> has the sound of <i>k</i> as in <i>quoit</i> , it should be given by <i>k</i> .	Kwangtung.
r	} As in English.	
s		
sh		
t		
v		
w		Sawakin.
x		
y	is always a consonant, as in <i>yard</i> , and therefore should never be used as a terminal, <i>i</i> or <i>e</i> being substituted as the sound may require..... Thus, not <i>Mikindany</i> , but not <i>Kwaly</i> , but	Kikuyu.
s	English <i>s</i> .....	Mikindani.
zh	The French <i>j</i> , or as <i>s</i> in <i>treasure</i> ..... Accents should not generally be used, but where there is a very decided emphatic syllable or stress, which affects the sound of the word, it should be marked by an <i>acute</i> accent.	Kwale.
		Zulu.
		Mushdaha.
		Tongatabu, Palawan, Sarawak.

## DECISIONS

In the following list of names, those approved by the Board are printed in small capitals. Names, and different forms of the same name, which have been discarded are also given; the former being printed in *italics* and alphabetically arranged with the adopted names, but the latter, when nearly like the adopted forms, are not repeated.

## A

- ABATAGUSH**; bay, at the south end of lake Mistassini, Mistassini district, Que.
- ABERDEEN**; mountain, northeast of mount Lefroy, Alta. (Not Hazel peak.)
- Abbika**. See Apika.
- ABBOT**; pass, near mount Lefroy, Alta. and B.C.
- ABBOTT**; mountain, south of Glacier station, Kootenay district, B.C.
- ABITIBI**; lake and river, south of James bay. The boundary line between Ontario and Quebec passes through the lake. (Not Abitibbi, Abitibi, nor Abittibbi.)
- ABLOVIAK**; bay, east shore of Ungava bay, Ungava. (Not Ablorialik.)
- ABOUSHAGAN**; river, Westmorland county, N.B. (Not Abouchagan, Aboushogan, Aboushagin, nor Abougoggin.)
- Achigo**. See Sachigo.
- ACTIVE**; pass, between Galiano and Mayne islands, in the southern portion of the strait of Georgia, B.C. (Not Plumper's.)
- ACTON CORNERS**; post office, Grenville county, Ont. (Not Acton's Corners.)
- ACTONVALE**; town, Bagot county, Que. (Not Acton Vale.)
- ADAMS**; creek, branch of Bonansa creek, Klondike river, Yukon.
- ADVANCE**; reef, off Michael point, Manitoulin island, Manitoulin district, Ont.
- AFTON**; mountain, south of mount Abbott, Selkirk mountains, Kootenay district, B.C.
- AGAWA**; bay, islands, point, and river, Manitoulin district, Ont. (Not Aguawa.)
- AGNES**; lake, west of lake Louise, Alta. (Not The Goat's Looking Glass.)
- AGOTAWEKAMI**; lake, southeast of Abitibi lake, Abitibi district, Que.
- Aguawa**. See Agawa.
- Ahwilgate**. See Awilgate.
- AIABEWATIK**; lake, east of Anshekumming lake, Rainy River district, Ont.
- AINSLIE**; shoal, Manitoulin island, south of Girouard point, Manitoulin district, Ont.
- AIRY**; mountain, east of mount Stanley, Kootenay district, B.C.
- AISHIHIK**; lake, and river tributary to the Desadeash, southwestern Yukon.
- AKOLKOLEX**; river, tributary to Columbia river, between Revelstoke and Arrowhead, Kootenay district, B.C. (Not Akotkolex.)
- AKOS**; lake, at the head of Kamachigama river, Montcalm county, Que. (Not Akonse nor Akoney.)
- Akotkolex**. (See Akolkolex.)
- AKPATOK**; island, Ungava bay, Ungava.
- Akpatok**. See Aukpatuk.
- AKUINU**; river, tributary to Athabaska river, Alta. (Not A-kew-i-new.)
- AKULING**; inlet, north shore of Hudson strait, Franklin. (Not A-ku-ling.)
- AKWATUK**; bay and river, south of Big river, Ungava. (Not Aquatuk.)
- ALBERT**; canyon, creek, glacier, peak, and snowfield, east of Illecillewaet river, Kootenay district, B.C. —port, Huron county, Ont. —town, in Albert county, N.B. (Not Hopewell Corner.)
- Albert**. See Anderson.
- ALBURY**; post village, Ameliasburg township, Prince Edward county, Ont.
- ALDRIDGE**; lake, west of Obowanga river, Thunder Bay district, Ont.
- Almek**. See Lamek.
- ALKI**; creek, tributary to Klondike river, Yukon.
- ALLAN**; lake, east of Wallace river, and river tributary to Saulteux river, central Alberta.
- ALLAN CORNERS**; post office, Chateauguay county, Que. (Not Allan's Corners.)
- ALLAN MILLS**; post office, Lanark county, Ont. (Not Allan's Mills.)



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- ALLANWATER**; river, empties into Wabakami lake, Thunder Bay district, Ont.
- ALLEN**; island, west of Beekman peninsula, Franklin.
- ALLGOLD**; creek, tributary to Klondike river, Yukon.
- ALLIGATOR**; lake and mountain, north of Watson river, southern Yukon.
- ALMA**; creek, tributary to Klondike river, Yukon.
- ALSEK**; river, formed by the junction of the Desadeash and Kaskawulsh, Cassiar district, B.C. and Yukon. (Not Alseck nor Altsek.)
- ALUKPALUK**; bay, southeast shore of Ungava bay, Ungava.
- AMELIASBURG**; township, Prince Edward county, Ont. (Not Ameliasburgh.)
- AMISKWI**; river, tributary to Kicking Horse river, Kootenay district, B.C. (Not Beavertail nor North Branch of Kicking Horse river.)
- AMY**; point, at north end of Gribbell island, Coast district, B.C.
- ANDERSON**; channel, east of Beekman peninsula, Franklin. —point, at northeast entrance to Washow bay, lake Winnipeg, Man. (Not Albert.)
- Anderson.* See Henderson.
- ANDERSON CORNERS**; post office, Huntingdon county, Que. (Not Anderson's Corners.)
- Angle Peak.* See The Vice-President.
- Anesty.* See Anstey.
- ANN**; point, Upper Arrow lake, Kootenay district, B.C. (Not Lone Tree.)
- ANNE**; point, opposite Massasauga point, Hastings county, Ont.
- ANNETTE**; lake, north of mount Temple, Alta.
- ANNIE**; lake, north of the "big bend" of Wheaton river, southern Yukon.
- ANNIMWASH**; bay, in L. St. Joseph, and lake north of L. St. Joseph, Keewatin.
- ANSE AU VALLON**; village, Gaspé county, Que. (Not L'Anse-à-Valleau.)
- ANSTET**; arm, creek, lake, and river, Shuswap lake, Yale district, B.C. (Not Anesty.)
- ANSTRUTHER**; lake and township, Peterborough county, Ont. (Not Eagle.)
- ANTONIO**; point, southerly extremity of Maurelle island, Coast district, B.C.
- ANUK**; river, tributary to Stikine river, Cassiar district, B.C.
- ANVIL**; mountain, between Cottonwood and Dease rivers, Cassiar district, B.C.
- ANWATAN**; lake, east of Grand lake Victoria, Pontiac county, Que.
- ANHEKUMMING**; lake, northeast of Manitou lake, Rainy River district, Ont. (Not Upper Manitou.)
- AFEGANAU**; river, tributary to Burntwood river, Keewatin. (Not Muddy Water.)
- APIKA**; brook, flowing into the head of lake Timiskaming, Pontiac county, Que. (Not Abbika.)
- APUSSIGAMASI**; lake, on Burntwood river, Keewatin. (Not Appussigamahsin.)
- Aquatuk.* See Akwatuk.
- ARBUTUS**; rock, south of cape Hurd, Bruce county, Ont.
- ARCAND**; bay, in Ottawa river, west of Montebello, Ottawa county, Que. (Not Arcana.)
- ARCHIBALD**; bay, north shore of Hudson strait, Franklin.
- Ardoies.* See L'Ardoies.
- ARGYLE**; creek, tributary to St. Mary river, Kootenay district, B.C. —islands, northwest of Burke island, Bruce county, Ont.
- Arignola.* See Original.
- ARKANSAS**; creek, tributary to Dominion creek, Indian river, Yukon.
- Ark-e-leenik.* See Thelon.
- Arkell.* See Kusawa.
- ARM**; islands, Southgate group, Queen Charlotte sound, Coast district, B.C.
- AROSTOOK**; river, tributary to St. John river, Victoria county, N.B. (Not Arostook.)
- ARSEN**; island, in Ottawa river, west of Montebello, Ottawa county, Que. (Not Rousseau nor Roussin.)
- Arrowwood.* See Rosebud.
- ARTHURET**; village, Victoria county, N.B. (Not Arthurette.)
- Arthur Land.* See Ellesmere.
- ARTHUR SEAT**; mountain near Nahlin river, Cassiar district, B.C. (Not Arthur's.)
- ASCOT**; P.O., Sherbrooke county, Que. (Not Ascot Corner.)
- ASH**; brook, northeast of Nosheiatik lake, Rainy River district, Ont.
- ASHEY**; lake and township, Addington county, Ont. (Not Island.)
- ASHE**; inlet, south shore of Big island, Hudson strait, Franklin.
- ASHEIGAMO**; lake, south of lake Hill, Rainy River district, Ont. (Not Tasheigama nor Bass.)
- ASHEWEIG**; river, tributary to Winiak river, southeastern Keewatin. (Not West Winiak.)
- ASHTON**; point, Douglas channel, opposite Maitland island, Coast district, B.C.
- ASHUAPMUCHUAN**; lake, and river, Lake St. John county, Que.

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- ASINITCHIBASTAT**; lake, west of Chibougamau lake, Abitibi district, Que. (Not Asinitebastat.)
- ASIPPITTI**; river, tributary to Burntwood river, Keewatin.
- ASKITICHI**; lake, headwaters of Ashuapmuchiuan river, Chicoutimi county, Que.
- Askow.** See Bow.
- Askwahani.** See Eskwahani.
- ASPY**; bay and river, Victoria county, N.S. (Not Aspee.)
- ASSINKEPATAKISO**; lake, near Atikwa lake, Rainy River district, Ont.
- ASSIWANAN**; lake, at headwaters of St. Maurice river, Champlain county, Que. (Not Asiwanan.)
- ASULKAN**; brook, falls, glacier, pass, and ridge, Selkirk mountains, Kootenay district, B.C.
- Atem.** See Atim.
- ATHABASKA**; river, and Athabaska Landing, P.O., northern Alberta. —lake, in Alta and Sask. (Not Athabasca.)
- ATHAPAPUSKOW**; lake, west of Cranberry lake, Keewatin. (Not Athapuscow.)
- Atio-a-make.** See Atikameg.
- ATIK**; river, tributary to Migiskan river, below Millie lake, Abitibi district, Que. (Not Atikosipi.)
- ATIKAMEG**; lake, north of The Pas, Keewatin. (Not Atio-a-make.)
- ATIKMAHIK**; lake, northeast of lake Timiskaming, Pontiac county, Que.
- Atikosipi.** See Atik.
- ATIKWA**; lake, southeast of Dryberry lake, Rainy River district, Ont. (Not Deer.)
- ATIM**; river, flowing into Manuan lake, upper St. Maurice river, Champlain county, Que. (Not Atem.)
- ATLIN**; lake, Cassiar district, B.C. and Yukon. —mining division and mountain, Cassiar district, B.C.
- Atocas.** See Asatika.
- ATTAWAPISKAT**; lake and river, emptying into James bay, Keewatin. (Not At-tah-wha-pis-kat nor Attawapiscat.)
- Attim Segoun.** See Iosegun.
- ATIKKAMEK**; creek, tributary to Iosegun river, Alta. (Not Atikkamey.)
- AUGUSTINE**; peak, in the Bishops' range of the Selkirks, Kootenay district, B.C.
- AUKPATUK**; fishing station, west coast of Ungava bay, Ungava. (Not Akpatok.)
- AULAC**; river, empties into Cumberland bay, Westmorland county, N.B. (Not Au Lac nor Oulac.)
- AUSABLE**; river, south of Goderich, Huron county, Ont. (Not aux Sables nor Sable.)
- AUSTRALIA**; creek, tributary to Indian river, Yukon.
- Autaca.** See Asatika.
- AVA**; inlet, north shore of Hudson strait, Franklin.
- AVALANCHE**; creek, glacier, and mountain, Selkirk mountains, Kootenay district, B.C.
- AWILLGATE**; canyon and village, on Bulkley river, four miles from the Skeena, Cassiar district, B.C. (Not Ahwillgate.)
- AXEL HEIBERG**; island, west of Ellesmere island, Franklin.
- AYLEN**; lake, Dickens township, Nipissing district, Ont. (Not Little Opeongo.)
- ATLMER**; canyon and mountain, north of lake Minnewanka, Rocky Mountains park, Alta. —railway station and town, Ottawa county, Que. (Not Aylmer East.)
- AZATIKA**; bay and brook, Prescott county, Ont. (Not Atocas, Autaca, Dez Amecane nor Desetiaux.)

## B

- BABINE**; mountain range, lake, and river tributary to Skeena river, Cassiar district, B.C.
- BACH**; mountain, in southwestern Yukon, near Hutshi lakes.
- Batchawanaung.** See Batchawana.
- Back.** See Prairies.
- BACKS**; river, flowing northeasterly through Keewatin and Mackenzie districts, into the Arctic ocean. (Not Thlewescheodeseth nor Great Fish.)
- Back's Western.** See Western.
- BACON**; rock, west of Ridley island, southeast of entrance to Prince Rupert harbour, Coast district, B.C.
- Bad.** See Bull.
- BADSDAWA**; lake, north of L. St. Joseph, Keewatin.
- BAD NEIGHBOUR**; rock, in main channel at entrance to Georgian bay, Bruce county, Ont.
- Bad Rice.** See Kaishkomin.
- Bad Throat.** See Manigotagan.
- BAFFIN**; island, Franklin. (Not Baffin Land.)
- BAGHEERA**; mountain, Hermit range of the Selkirks, Kootenay district, B.C.
- BAGOT**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Narrow nor Rattlesnake.)
- Bagutchuan.** See Pagwachuan.
- Baie des Chaleurs.** See Chaleur bay.

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- BAIE ST. PAUL**; town, Charlevoix county, Que. (Not St. Paul's Bay.)
- BAIE VERTE**; bay and village, Westmorland county, N.B. (Not Bay Verte.)
- BAIN**; brook, tributary to Incomappleux river, Kootenay district, B.C. —rock, in middle of channel between Great and Outer Duck islands, Manitoulin district, Ont.
- BAKER**; creek, tributary to Yukon river, south of Klondike river, Yukon. —island, between Nigger island and Trenton, Hastings county, Ont. —mountain, south of Howse pass, Rocky mountains, B.C.
- BALD**; creek, headwaters of Klondike river, Yukon. —island, in Weller bay, Ameliasburg township; Prince Edward county, Ont. —mountain, east of Sir Donald range of the Selkirks, Kootenay district, B.C.
- BALD EAGLE**; lake, on Grass river, Keewatin.
- BALDUR**; mountain, west of Upper Arrow lake, Kootenay district, B.C.
- Baldwin's pond.* See Lyster lake.
- BALFOUR**; glacier, mountain, and pass, Rocky mountains, Alta. and B.C.
- BALLENAS**; channel and island, strait of Georgia, New Westminster district, B.C. (Not Ballinac.)
- Ballinac.* See Ballenas.
- Bamfield.* See Banfield.
- BANFIELD**; creek, empties into Barkley sound, Vancouver I., B.C. (Not Bamfield.)
- BANKS**; island, northwest of Victoria island, Franklin. (Not Bank's Land, nor Baring Land.)
- BANNOCK**; burn, tributary to Little Slokan river. (Not Bannock creek): also point at north end of Upper Arrow lake: Kootenay district, B.C.
- BAPTIST**; harbour, lake, and rock, southeast of cape Hurd, Bruce county, Ont.
- BAPTISTE**; lake, Herschel township, Hastings county, Ont. (Not Kaijick Manitou.)
- BARCLAY**; railway station, Rainy River district, Ont.
- Barclay.* See Barkley.
- BARHAM**; mountain, west of Surprise lake, Cassia district, B.C.
- Baring.* See Banks.
- BARK**; lake, Jones township, Renfrew county, Ont.
- BARKLEY**; sound, on the southwest coast of Vancouver island, B.C. (Not Barclay.)
- BARNABY**; railway station, river, and village, Northumberland county, N.B. (Not Barnaby River P.O.)
- BARNARD**; lake, northwest of Sturgeon lake, Thunder Bay district, Ont.
- BARNES**; bay, north shore of Okisollo channel, Coast district; —creek, tributary to Whatshan river, Kootenay district; B.C.
- BARNEY**; river, Pictou county, N.S. (Not Barney's.)
- BARNEY RIVER**; P.O., Pictou county, N.S. (Not Barney's River.)
- Barnston pond.* See Lyster lake.
- BARREN**; brook, south of Eagle lake, Rainy River district, Ont.
- BARRETT**; reef, southeast of Milton bank, Bruce county, Ont. —rock, east of entrance to Prince Rupert harbour, Coast district, B.C.
- BARRETTE**; lake, Methuen township, Peterborough county, Ont.
- BARRIE**; beach, at east entrance to Halifax harbour, Halifax county, N.S. (Not Stony.)
- BARRIERE**; lake, an expansion of the upper Ottawa river, Pontiac county, Que.
- BARRINGTON**; lake, northwest of Kawawegama lake, Thunder Bay district, Ont.
- BARTBOG**; P.O., river, and railway station, Gloucester county, N.B. (Not Bartibogue.)
- BARWELL**; mountain, between the upper waters of Fisher creek and Sheep river, Alta.
- Bason.* See Bouleau.
- Basquia.* See Pasquia.
- Bass.* See Asheigamo.
- BASTION**; island, in southern part of Atlin lake, Cassiar district, B.C.
- BATCHAWANA**; bay, island, river, and village, Algoma district, Ont. (Not Batchewansung nor Batchewana.)
- BATH**; creek and glacier, near Stephen station, Alta. (Not Noores.)
- BATHURST**; island, east of Melville island, Franklin.
- BATTLE**; brook, tributary to Incomappleux river, Kootenay district, B.C. —lake, on Battle river, Alta. (Not Battle River lake.)
- BAUDET**; river, Glengarry county, Ont., also post village and river, Soulanges county, Que. (Not Beaudet, Bôdet, Rivière Beaudette nor River Beaudette.)
- BAXTER**; river, emptying into Waswanipi lake, Abitibi district, Que.
- BAYFIELD**; river and town, Huron county, Ont. —shoal, west of Abraham head, east of Kingston, Frontenac county, Ont. (Not Bolivia.)
- BAYS**; lake of, Ridout township, Muskoka district, Ont.
- BAYSIDE**; post village, Sidney township, Hastings county, Ont.
- Bay Verte.* See Baie Verte.
- Beacon.* See Inukshuktuyuk.

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- BEADY**; creek, near outlet of Dease lake Cassiar district, B.C.
- BEAMENT**; island, southeast of Cavalier island, Bruce county, Ont.
- BEAR**; creek, tributary to Klondike river, Yukon.
- Bear*. See Great Bear.
- Bear*. See Mistaya.
- Bear*. See Suskwa.
- BEARBROOK**; post office, Russell county, Ont. (Not Bear Brook.)
- BEARDWOOD**; lake, Brudenell township, Renfrew county, Ont.
- BEAR-GREASE**; river, upper Ottawa river, near O'Sullivan lake, Montcalm county, Que.
- BEATRICE**; cape, east side of Lower Arrow lake, (Not cape Horn); also lake west of Slocan lake: Kootenay district, B.C.
- BEAUMONT**; harbour, north shore of Hudson strait, Franklin.
- BEAUFRÉ**; creek, tributary to Bow river, Alta.
- BEAVER**; lake, south of Atlin lake, Cassiar district, B.C. —glacier, mountain, and river, Selkirk mountains, Kootenay district, B.C.
- Beaver*. See McFarlane.
- Beaver-dam*. See Wuskwatim.
- BEAVERFOOT**; range of mountains and river, near Leacholl station, Kootenay district, B.C.
- BEAVERHILL**; creek and lake, east of Edmonton, Alta. (Not Beaver.)
- BEAVERHOUSE**; lake, southwest of Eagle lake, Rainy River district, Ont.
- BEAVERLODGE**; river, tributary to Wapiti river, west of Grande Prairie, Alta. (Not Beaver Lodge.)
- Beavertail*. See Amiskwi.
- BECCAGUIMEC**; lake and river, Carleton and York counties, N.B. (Not Beccaguimec nor Peckaguimec.)
- BECKINGTON**; lake, southeast of Harris lake, Thunder Bay district, Ont.
- BEDFORD**; harbour, north shore of Hudson strait, Franklin.
- BEDLINGTON**; custom house, international boundary, Kootenay district, B.C. (Not Rykerta.)
- BEDROCK**; creek, tributary to Sixtymile river, Yukon.
- BEE**; peak, east of Taku arm, Cassiar district, B.C.
- BEECH**; point, Fitzwilliam island, Manitoulin district, Ont.
- BEECHRIDGE**; post village, Argenteuil county, Que. (Not Beech Ridge.)
- BEECHWOOD**; village and railway station, Carleton county, N.B. (Not Bumfrau.)
- Beeghados*. See Pachena.
- BEEKMAN**; peninsula, south of entrance to Cumberland sound, Franklin.
- BEGBIE**; mountain, southwest of Revelstoke, Kootenay district, B.C.
- BELANGER**; bay and point, near Girouard point, Manitoulin district, Ont. (Not West Belanger). —river, flowing into lake Winnipeg, Keewatin. (Not Black nor Little Black.)
- Belas*. See Lepreau.
- BELCHER**; reef, extending north from MacGregor point, Bruce county, Ont.
- BELL**; river, flowing from the height of land near Grand lake Victoria and emptying into Mattagami lake, Abitibi district, Que.
- BELLAMY**; post village and railway station, Leeds county, Ont. (Not Bellamy's.)
- BELLE-VALLEE**; post office, St. Johns county, Que. (Not Belle Vallée nor Belleville.)
- BELLIVEAU**; cove and village, Digby county, N.S. (Not Belliveau Cove nor Belliveaux Cove). —village, Westmorland county, N.B. (Not Bellevau.)
- BELLS CORNERS**; post village and railway station, Carleton county, Ont. (Not Bell's Corners.)
- BENDING**; lake, at head of Big Turtle river, Rainy River district, Ont.
- BENNETT**; lake, B.C. and Yukon. —mountain, northwest of Stupart bay, Hudson strait, Ungava.
- BENSON**; creek, tributary to the north fork of Klondike river, Yukon. —point, South bay, Manitoulin district, Huron, Ont.
- BENT**; lake, east of Tawatinaw lake, Rainy River district, Ont.
- BERENS**; H.B. Co's post, island, and river, east side of lake Winnipeg, Man. (Not Beren's.)
- BERNARD**; lake, south of lake Bennett, Cassiar district, B.C.
- BERRY**; lake, north of Lobstick bay, Rainy River district, Ont.
- BERRY MILLS**; post village and railway station, Westmorland county, N.B. (Not Berry's Mills.)
- BERSIMIS**; point, river, and village, Saguenay county, Que. (Not Betsiamits.)
- Besl*. See Hatton.
- Betsiamits*. See Bersimis.
- BIDDLE**; mountain, south of mount Lefroy, Rocky mountains, Alta.
- BIDENT**; mountain, east of mount Fay, Rocky mountains, Alta.
- BIG**; bay and island, in the bay of Quinte, Prince Edward county, Ont. Big island P.O. is on north side of the island.

## SESSIONAL PAPER No. 21a

*Big.* See Black.

*Big.* See Dumoine.

*Big.* See Hecla.

*Big.* See Koksoak.

*Big.* See Merigomish.

*Big Black.* See Hecla.

*Big Cutarm.* See Cutarm.

*BIGHILL;* creek, tributary to Bow river, Alta.

*Big Obashing.* See Obashing.

*Big Port l'Hebert.* See Port Hebert.

*Big Reed.* See Kiakittogisu.

*Big Rock.* See Inukahiligalak.

*BIG SALMON;* river, tributary to Lewes river, Yukon.

*Big Sturgeon.* See Torch.

*BIG THUMCAP;* island, at entrance to Halifax harbour, Halifax county, N.S.

*BINBROOK;* township and village, Wentworth county, Ontario. (Not Binbrooke.)

*BIRCH;* point, east of Walker point, Manitoulin district, Ont., also brook and lake, on Burntwood river, Keewatin.

*Birch.* See Evelyn.

*BIRD;* creek, branch of Ophir creek, Indian river, Yukon.

*Bird.* See Oiseau.

*BIRDS HILL;* post village and railway station, northeast of Winnipeg, Man. (Not Bird's Hill.)

*BIRKEY;* point, N.W. pt. Greaves island, Smith sound, Coast district, B.C. (Not Birkly.)

*BISSEL;* mountain, west of Nordenskiöld river, Yukon.

*BISHOP;* cove, Boxer reach; also island, off the south end of Kalen island; Coast district, B.C. — island, at head of Frobisher bay, Franklin. — post village, Grenville county, Ont. (Not Bishop's Mills.)

*Bishop Roggan.* See Roggan.

*BISMARCK;* post office, Lincoln county, Ontario, and Ponoka district, Alberta. (Not Bismark.)

*BJERRE;* rock, in Okisollo channel, north of Lake point, Coast district, B.C.

*BLACK;* creek, tributary to Skoko river, Cassiar district, B.C. — island, northeast of Hecla island, lake Winnipeg, Man. (Not Big nor Grand.)

*Black.* See Belanger.

*Black.* See Garry.

*Black.* See Lynn.

*Black.* See Ralsin.

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*Black Bird.* See Seggamak.

*BLACKFISH;* bay, Radcliffe township, Renfrew county, Ont.

*BLACKFOX;* bend, Pelly river, near Ketsa river, Yukon.

*BLACKHEATH;* post office, Wentworth county, Ont. (Not Black Heath.)

*Blackney.* See Blakeney.

*BLACKS;* point, south of Goderich, Huron county, Ont.

*Black Sawbill.* See Kinnikoneship.

*BLACKWATER;* river, tributary to Fraser river, above Quesnel, Cariboo district, B.C. (Not Black river, nor West Road river.)

*BLAEBERRY;* river, tributary to Columbia river, between Donald and Moberly stations, Kootenay district, B.C.

*BLAKE;* point, southeastern end of Western Duck island, Manitoulin district, Ont. (Not Stony.)

*BLAKENET;* passage, between Hanson, Cracroft and Harbledown islands, Broughton strait, Coast district, B.C. (Not Blackney.)

*BLANCHE;* river, emptying into the head of lake Timiskaming, Nipissing district, Ont.

*BLANFORD;* bay, north shore of Hudson strait, Franklin.

*BLAKISTON;* brook, tributary to Waterton river, southwestern Alberta. (Not Kootanie nor Pass creek.)

*BLANSHARD;* mountain, southeast of Pitt lake, New Westminster district, B.C. (Not Blanchard nor The Golden Ears.)

*Blind.* See Coldwater.

*BLOODVEIN;* river, emptying into the east side of lake Winnipeg, Man. (Not Blood-vein.)

*BLOOMFIELD;* island, off the southeast side of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Snake.)

*BLUE;* river, tributary to Dease river, Cassiar district, B.C.

*Blue.* See Harris.

*Blueberry.* See Mennin.

*BLUE GROUSE;* creek, tributary to Caribou creek, Kootenay district, B.C.

*BLUE JAY;* creek, emptying into Michael bay, Manitoulin island, Manitoulin district, Ont.

*Bluff.* See O'Neill.

*Bluff.* See Yeo.

*BLUNT;* peninsula, at entrance to Frobisher bay, Franklin. (Not Blunt's.)

*Bobtail.* See Naltesby.

*BODEGA;* point, south of Granite point, Quadra island, Coast district, B.C.

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*Bodet.* See Baudet.**BOLGER**; lake, Burleigh township, Peterborough county, Ont. (Not Bolger's.)**BONALD**; lake, on Churchill river, Sask. (Not Moose)*Bolivia.* See Bayfield.**BONANZA**; creek, tributary to Klondike river, Yukon.**BONNEY**; island, north shore of Hudson strait, Franklin. —glacier, mountain, and névé, Selkirk mountains, Kootenay district, B.C.**BONNET**; island, off northwest side of Flatland island, Thunder bay district, Ont. (Not Reef.)**BOOFUS**; mountain, north of Gladys lake, Cassiar district, B.C.**BOOM**; point, southern point of Cockburn island, Manitoulin district, Ont.**BOOTH**; creek, tributary to St. Mary river, Kootenay district, B.C.**BOR**; a peak of the Valhalla mountains, Kootenay district, B.C.**BOSANQUET**; harbour, Big island, Hudson strait, Franklin.**BOSHKUNG**; lake, Stanhope township, Haliburton county, Ont.**BOSWELL**; mountain and river, Teslin river, Yukon.**BOSWORTH**; mountain, northwest of Stephen station, Kootenay district, B.C.**BOUCHETTE**; lake, an expansion of the upper Ottawa river, Montcalm county, Que.**BOUCKHILL**; post office, Dundas county, Ont. (Not Bouck's Hill.)**BOULARDERIE**; island, Victoria county, N.S. (Not Boulardrie nor Boulardarie.)**BOULDER**; creek, tributary to Kicking Horse river, Kootenay district, B.C. —creek, branch of Bonanza creek, Klondike river, Yukon.*Boulder.* See Nares.*Boulder.* See Osipasinni.**BOULEAU**; river, Saguenay county, Que. (Not Bason.)**BOULTER**; lake, McClure township, Hastings county, Ont.**BOUNDARY**; creek, flowing into Yukon river at the crossing of the international boundary, Yukon.**Bow**; glacier, lake, pass, peak, and river, western Alberta, and range of mountains in the Rockies, Alta. and B.C. (Not Coldwater lake, Upper Bow lake, Goat mountain, nor Askow river.)*Bow.* See Hector.*Bowdoin.* See McLean.**BOWMAN**; creek, west of Lower Arrow lake, Kootenay district B.C.**BOXER**; reach, east of Gribbell island, Coast district, B.C.**BOYER**; reef, east of Belcher reef, Bruce county, Ont. —river, tributary to Peace river, also settlement, Alta. (Not Paddle river.) Reversal of former decision.*Boyne.* See Morris.**BRABANT**; island, Clayoquot sound, southwest coast of Vancouver island, B.C. (Not Pender.)**BRAMHAM**; island, Queen Charlotte sound, Coast district, B.C. (Not Branham.)**BRANDON**; island, Departure bay, east coast of Vancouver island, B.C. (Not Double.)*Branham.* See Bramham.**BRANTNOBER**; mountain, in southwestern Yukon.**BRAS D'OR**; lake, Richmond county, N.S. (Not Great Bras d'Or.)**BRAY**; post office and railway station, Russell county, Ont. (Not Bray's nor Bray's Crossing.)**BRÉBEUF**; island, in the southern part of Georgian bay, Muskoka district, Ont. (Not Brébœuf.)**BRETT**; mountain, northwest of mount Bourgeau, Alta.**BREVOORT**; island, east of Beekman peninsula, Franklin.**BREWER**; creek, tributary to Stewart river, above Scroggie creek, Yukon.**BREWERY**; creek, tributary to Wild Horse river, Kootenay district, B.C.**BREWSTER**; creek and glacier, southwest of Banff, Kootenay district, B.C.**BRIER**; island, at entrance to St. Mary bay, Digby county, N.S. (Not Bryer.)**BRIGHT**; lake, McClintock township, Haliburton county, Ont.**BRIGHTON**; township, in Northumberland county, Ont.**BRINSTON**; post village, Dundas county, Ont. (Not Brinston's Corners.)*Bristol.* See Shemogue.**BRITANNIA BAY**; post village and summer resort, Carleton county, Ont. (Not Britannia-on-the-Bay.)**BROADBACK**; river, flowing westward into Rupert bay, north of Nottaway river, Abitibi district, Que. (Not Little Nottaway.)**BROCKWAY**; post settlement, York county, N.B. (Not Brookway.)**BRODEUR**; island, south of Shesheeb bay, Thunder Bay district, Ont.**BROKENMOUTH**; river, tributary to Nelson river, Keewatin. (Not Broken-mouth.)*Brookway.* See Brockway.

## SESSIONAL PAPER No. 21a

**BROTCHIE**; ledge, at southeast entrance to Victoria harbour, B.C. (Not Brotsky.)

**BROUGHTON**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Corn.)

*Brown Dome.* See Marble Dome.

**BROWNS**; creek, tributary to Fortymile river, near international boundary, Yukon. (Not Brown, nor Brown's.)

*Brownwater.* See Coffee.

**BRUCE**; harbour, north shore of Hudson strait, Franklin. —river, west of Driftpile river, central Alberta.

**BRUINS**; pass, in the Hermit range of the Selkirks, Kootenay district, B.C. (Not Bruin's.)

**BRULE**; point, Athabaska river, opposite the mouth of Little Buffalo river, Alta. (Not Point Brulée.)

*Brull.* See Grand.

**BRUSHY**; creek, emptying into Christopherson lake, Abitibi district, Que.

**BRYANT**; creek, tributary to Yukon river, south of Klondike river, Yukon.

*Bryer.* See Brier.

**BUCK**; creek, tributary to Bulkley river, Cassiar district, B.C.

**BUCKEYE**; shoal, south of Jenkins point, Manitoulin island, Manitoulin district, Ont.

**BUCK-HILL**; river, tributary to Nipukatsi river, Abitibi district, Que.

*Buckley.* See Bulkley.

**BUFFALO**; lake, south of Battle river, Alta. (Not Bull.)

**BUFFALO POUND**; lake, north of Moosejaw, Sask. (Not Highpound.)

**BUKEMIGA**; lake, west of L. Nipigon, Thunder Bay district, Ont.

**BULKLEY**; river, tributary to Skeena river at Haselton, Cassiar district, B.C. (Not Buckley.)

**BULL**; river, tributary to Kootenay river, north of Wardner, Kootenay district, B.C. (Not Bad.)

*Bull.* See Buffalo.

**BULLER**; reef, south shore Manitoulin island, Manitoulin district, Ont.

*Bumfrau.* See Beechwood.

**BUNTEEN**; lake, east of the north arm of Burrard inlet, New Westminster district, B.C. (Not Trout.)

**BURGESS**; mountain and pass, southwest of Mount Field, Kootenay district, B.C.

**BURGOYNE**; bay, south shore of Hudson strait, Ungava.

**BURKE**; island, south of Reid point, Bruce county, Ont.

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**BURNET**; lake, west of Kennabutch lake, Rainy River district, Ont.

**BURNHAM**; creek, tributary to Dominion creek, Indian river, Yukon.

**BURNS**; creek, tributary to Indian river, Yukon. —lake, on telegraph trail, south of Babine lake, Cariboo district, B.C.

**BURNET BAY**; lake, south of Grand lake Victoria, Pontiac county, Que.

**BURNET**; island, northerly from Inner Duck island, and separated from Manitoulin island by a very narrow channel, Manitoulin district, Ont. The south end of this island was called "Peninsular point" by Admiral Bayfield. —river, Haliburton and Victoria counties, Ont.

**BURNET ISLAND**; harbour, south shore of Manitoulin island, Manitoulin district, Ont.

**BURNWOOD**; lake, and river tributary to Nelson river, Keewatin. (Not Wepiskow.)

**BURRILL**; point, Active pass, strait of Georgia, New Westminster district, B.C.

**BURRITT RAPIDS**; post village, Grenville county, Ont. (Not Burritt's Rapids.)

**BURTON**; creek, tributary to Klondike river, Yukon. —island, west of Berens island, lake Winnipeg, Man. (Not Little Black.) —town, on Columbia river, near north end of Lower Arrow lake, Kootenay district, B.C. (Not Burton city.)

**BURVEITH**; arm, Oyster harbour, east coast of Vancouver island, B.C.

**BURWELL**; port, east shore of Ungava bay, Ungava.

**BUTLER**; bay, north of Cyrus Field bay, Franklin. —lake, south of Wabigoon lake, Rainy River district, Ont. (Not Kabitustigweiak.)

**BUTTON**; islands, on south side of entrance to Hudson strait, Ungava.

**BUTZE**; point, on east side of Digby island, Prince Rupert harbour, Coast district, B.C.

**BUZZARD**; lake, Burleigh township, Peterborough county, Ont.

## C

*Cabistachuan.* See Kabistachuan.

**CACHE**; lake, in Algonquin National park, Nipissing district, Ont.

**CAHILL**; lake, west of Slocan lake, Kootenay district, B.C.

*Cahnish.* See Kanish.

**CAIN**; point, Active pass, strait of Georgia, New Westminster district, B.C. —river, tributary to Miramichi river, Northumberland county, N.B. (Not Cain's nor Kains.)

**CAIN RIVER**; post village, Northumberland county, N.B. (Not Cain's River.)

**CAIRN**; island and mountain, Richmond gulf, Ungava.

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**CALDER**; creek, branch of Quarts creek, Indian river, Yukon. —lake, west of Manitou lake, Rainy River district, Ont.

**CALDWELL**; island and point, Thunder Bay district, Ont. (Not Crystal island nor Grassy point.)

**CALEDONIA**; village, Guysborough county, N.S. (Not Middle Caledonia.)

**Calets**. See Kalets.

**CALF**; creek, headwaters of Klondike river, Yukon.

**CALF PASTURE**; point and shoal, Brighton township, Northumberland county, Ont.

**Calvin Grove**. See Kelvingrove.

**CAMERON**; lake, northwest of Kakagi lake, Rainy River district, Ont. —mountains, south of Taku arm, Cassiar district, B.C.

**CAMP**; lake, Finlayson township, Nipissing district, Ont.

**CAMPBELL**; creek, tributary to Pelly river, Yukon. At the mouth of this stream is the site of Pelly Banks Post, abandoned in 1850. —island, east of Flatland island, Thunder Bay district, Ont. (Not Little Flatland.) —mountain, northwest of Dawson. —mountains at upper waters of Liard river, Yukon. —reef, southwest of Dorcas bay, Bruce county, Ont. —valley, west of Ice river, Kootenay district, B.C.

**CAMPBELLTON**; town, Restigouche county, N.B. (Not Campbell-town.)

**CAMPDEN**; post office, Lincoln county, Ont. (Not Camden.)

**CAMPOBELLO**; island, northwest of Grand Manan island, Charlotte county, N.B. (Not Campo Bello.)

**Canaan**. See New Canaan.

**CANBORO**; post office, Haldimand county, Ont. (Not Canborough.)

**CANNING**; lake, Minden township, Haliburton county, Ont. (Not Canning's.)

**Canco**. See Kamongus.

**CANOE**; lake, in Algonquin National park, Nipissing district, Ont.

**Canouse**. See Kanus.

**CANTIN**; shoal, southwest of St. Joseph, Huron county, Ont.

**CANYON**; creek, tributary to Dease river; also lake south of lake Lindeman; Cassiar district, B.C. (Not Deep.) —creek, branch of Quarts creek, Indian river; and hill between lakes Laberge and Marsh; Yukon.

**Canyon**. See Aishihik.

**Cape Horn**. See Pilot.

**CAPLAN**; river, and Caplan River post office, Bonaventure county, Que. (Not Capelan nor Caplin.)

**Captain John's**. See Foresters.

**CARAQUEST**; bay, parish, river, and village, Gloucester county, N.B. (Not Caraqueette.)

**CARCAJOU**; river, tributary to Kinojevis river, Pontiac county, Que.

**CARCROSS**; post station, between lakes Bennett and Nares, southern Yukon. (Not Caribou nor Caribou Crossing.)

**Cardinal's**. See Arcand.

**CARIBOO**; district, lake, and mining division, in central British Columbia. (Not Caribou.)

**Cariboo**. See Steevens.

**CARIBOU**; creek, tributary to Dominion creek, Yukon. —creek and point, east of Columbia river, between the Arrow lakes, Kootenay district, B.C.

**Caribou**. See Carcross.

**Caribou**. See Keshkabuon.

**Caribou**. See Meacham.

**Caribou**. See Mudjatik.

**CARIBOU MINES**; post office, Halifax county, N.S. (Not Caribou Gold Mines.)

**CARLETON**; lake, west of Manitou lake, Rainy River district, Ont.

**CARLSBAD SPRINGS**; post office and railway station, Russell county, Ont. (Not Eastman's Springs.)

**CARMACK**; a fork of Bonanza creek, Yukon.

**CARNARVON**; mountain, northwest of Emerald lake, Rocky Mts., Kootenay district, B.C. (Not McMullen.)

**Carp**. See Lomond.

**Carroll**. See Macdonald.

**CARROLL WOOD**; bay, south shore Manitoulin 'sladd, Manitoulin district, Ont. (Not Woods.)

**CARROT**; river, empties into Sa2katchewan river near The Pas, Sask. (Not Root.)

**CARRYING PLACE**; village, on the road of that name, Northumberland and Prince Edward counties, Ont.

**CARSON**; lake Jones township, Renfrew county, Ont.

**CARTER**; bay, east of Jenkins point; also rock west of Greene island and south of the west end of Manitoulin island; Manitoulin district, Ont. —mountain, east of Atlin lake, Cassiar district, B.C.

**CARTIER**; mountain, east of Columbia river, Kootenay district, B.C. —post office, Beauharnois county, Que. (Not Cartierville.)

**CARTS SWAN NEST**; cape, Coats island, Hudson bay, Keewatin. (Not Cary's Swan Nest.)

**Cascade**. See Coast.

**Cascade**. See O'Hara.

**CASCUMPEQUE** flay, Prince county, Prince Edward Island. (Not Cuscumpec nor Holland.)

**CASHIONGLEN**; post office, Glengarry county, Ont. (Not Cashion's Glen.)



## SESSIONAL PAPER No. 21a

- CASSIAR**; bar, Lewes river, south of Big Salmon river, and creek tributary to Yukon river, above Fortymile; Yukon. —mountains, near upper waters of Liard river, B.C. and Yukon. —also a district of British Columbia.
- CASTOR AND POLLUX**; peaks, east of mount Bonney, Selkirk mountains, Kootenay district, B.C.
- CASTILIAN**; shoal, southeast of Cockburn island, near entrance to Mississagi strait, Manitoulin district, Ont.
- CAT**; lake and river, tributary to lake St. Joseph, Keewatin. (Not Cat Lake river.)
- CATAMOUNT**; peak, in the Hermit range of the Selkirks, Kootenay district, B.C.
- CATABOCT**; brook, tributary to Kicking Horse river, near Hector station, Kootenay district, B.C. (Not Wapta creek.) —rock, southwest of Porcupine point, Bruce county, Ont.
- Catch.* See Ketch.
- CATCHACOMA**; lake, Cavendish township, Peterborough county, Ont. (Not Ketchacum.)
- Cathawachaga.* See Kathawachaga.
- CATHEDRAL**; mountain, east of mount Stephen, Kootenay district, B.C. (Not Pinnacle.)
- Catline.* See Georgina.
- CAT-TAIL**; brook, tributary to Opichuan river, Thunder Bay district, Ont.
- CAURAPSCAL**; river and village, Matane county, Que (Not Casupescull nor Cosupescult.)
- CAVALIER**; island, southwest of Ghegheto island, Bruce county, Ont. (Not Gull.)
- CAVE**; rock, in Yukon river, east of international boundary, Yukon.
- Cay-ke-quah-be-kung.* See Kekkek-wabi.
- CEDAR**; island, west of Massasauga point, bay of Quinte, Prince Edward county, Ont.
- CHABATOK**; Indian village, Kabistachuan bay, lake Mistassini, Mistassini district, Que.
- CHAKWA**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- CHALEUR**; bay, an inlet of the gulf of St. Lawrence, between Quebec and New Brunswick. (Not Bay of Chaleur nor Baie des Chaleurs, &c.) If the French form is used it is to be "Baie de Chaleur."
- Chaloupe.* See Shallop.
- CHAMBERLAIN**; island, north shore of Hudson strait, Franklin. (Not Crete.)
- CHAMBLY**; village, Chamblly county, Que. (Not Chamblly Basin.)
- CHANCELLOR**; peak, east of Leanehoil station, Kootenay district, B.C.
- CHANDINDU**; river, tributary to Yukon river, between Dawson and Oudahy, Yukon.
- CHANNEL**; point, northeast side of Cockburn island, also rock off northwest side Fitzwilliam island; Manitoulin district, Ont.
- CHANTLER**; post office, Welland county, Ontario. (Not Chantler's.)
- CHANTRY**; island, southwest of Saugeen river, Bruce county, Ont. The surrounding shoal bank is named after the island.
- Charlebois.* See Arcand.
- CHARLES**; island, in Hudson strait, Ungava. (Not Katutok.)
- CHARLO**; village, Guysborough county, N.S. (Not Charlo Cove nor Charlo's Cove.)
- CHARLOTTE**; lake, Brudenell township, Renfrew county, Ont.
- CHARLTON**; bay, northeast of Leask point, Manitoulin island, Manitoulin district, Ont.
- CHASE**; island, Frobisher bay, Franklin.
- CHAT**; cape and river, Gaspé county, Que. (Not Chatte.)
- CHEBISTUANONEKAU**; river, upper waters of Waswanipi river, Abitibi district, Que.
- CHEHALIS**; creek, flowing into Gladys bay, Cassiar district, B.C. (Not Che-halis.)
- CHEMAINUS**; bay, lake, railway station, river, and village, in the southeast portion of Vancouver I., B.C. (Not Horse Shoe bay.)
- Chemainus.* See Kulleet.
- CHEMUNG**; lake and P.O., Peterborough county, Ont. (Not Chemong nor Shemong.)
- CHENEY**; post village and railway station, Russell county, Ont. (Not Cheney Station village.)
- CHENSAGI**; river, emptying into Gull lake, Abitibi district, Que. (Not Tahensagi.)
- CHEOPS**; mountain, Selkirk mountains, Kootenay district, B.C.
- Cherry.* See Robert.
- Cherry.* See St. Helena.
- CHESLATA**; lake, south of Français lake, Cariboo district, B.C. (Not Chestatta.)
- CHETICAMP**; island, river, and town, Inverness county, N.S. (Not Chetican.)
- CHEVERIE**; creek and village, Hants county, N.S. (Not Chiverie.)
- CHIBOUGAMAU**; lake and river, south of lake Mistassini, Abitibi district, Que. (Not Chibougamou nor Chibougamoo.)
- CHIDLEY**; cape, at entrance to Hudson strait, Ungava. (Not Chudleigh.)
- CHIEF**; island, near north end of lake Timiskaming, Pontiac county, Que.
- Chief Mountain.* See Waterton.

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- CHIEFS**; point, Amabel township, Bruce county, Ont.
- CHIGNECTO**; bay, between Cumberland county, Nova Scotia, and Albert and Westmorland counties, New Brunswick. (Not Chignecto channel.)
- CHIKOIDA**; mountain and river, Nakina river, Cassiar district, B.C.
- CHILAKO**; river, tributary to Nechako river, Cariboo district, B.C. (Not Chilacco nor Mud.)
- CHILCOTIN**; lake, river, and village, Cariboo and Lillooet districts, B.C.
- CHIMO**; post, Koksoak river, Ungava. (Not Fort Chimo.)
- China Hat.* See Klemtu.
- Chisauataisi.* See Sassawatasi.
- CHINA**; cove and reef, near Wreck point, at entrance to Georgian bay, Bruce county, Ont.
- CHINIKI**; creek and lake, tributary to Bow river, also mountain; Alta. (Not Chiniquy.)
- CHIP**; lake, west of St. Ann, Alberta. (Not Dirt nor Lobstick.)
- CHIPPWYAN**; H. B. Co's post, and Mission station, near outlet of Athabaska lake, also lake to southwest of Athabaska lake; Alta. (Not Chippawyan nor Chippewyan.)
- CHIPMAN CORNER**; post office, Kings county, N.S. (Not Chipman Corners, Chipmans Corner nor Chipman's Corners.)
- CHIPPAWA**; village, Welland county, Ont. (Not Chippewa.)
- Chippewa.* See Harmony.
- Chippewa.* See Welland.
- CHIPUTNETCOOK**; lakes, headwaters of St. Croix river, on western boundary of New Brunswick. (Not Chiputnetcticook nor Chiputnaticook.)
- CHISHOLM**; shoal, in Michael bay, south shore of Manitoulin island, Manitoulin district, Ont.
- CHISMAINA**; lake, southeast of Teslin lake, Cassiar district, B.C.
- CHIVELSTON**; lake, south of Harris lake, Thunder Bay district, Ont.
- Chiverie.* See Cheverie.
- CHONAT**; bay and point, south shore of Okisollo channel, Coast district, B.C. (Not Lake.)
- CHOQUETTE**; bar, in Stikine river, north of Iskut river, Cassiar district, B.C. (Not Choquette's.)
- CHORKBAK**; inlet, north shore of Hudson strait, Franklin. (Not Tehork-back.)
- CHRISTIE LAKE**; post office, Lanark county, Ont. (Not Christy's Lake.)
- CHRISTINA**; bay, south shore of Manitoulin island and east of Burnt island, Manitoulin district, Ont.
- CHRISTOPHERSON**; lake, north of Grand lake Victoria, Abitibi district, Que.
- CHRISTY**; creek, east of Whatshan lake, Kootenay district, B.C.
- Chryaler.* See Crysler.
- CHUDLIASI**; bay, north shore of Hudson strait, Franklin. (Not Chudli-a-si.)
- CHURCH**; point, Markham bay, Hudson strait, Franklin.
- CHURCHILL**; river, emptying into Hudson bay, Keewatin and Sask. (Not Missinnipi or English.)
- CHUTE COVE**; village, Annapolis county, N.S. (Not Chute's Cove.)
- CIGAR**; island, north of Chiefs point, Bruce county, Ont.
- CINDER**; point, eastern side of Cockburn island, Manitoulin district, Ont.
- CINNAMON**; creek, west of Lower Arrow lake, Kootenay district, B.C.
- CLACHNACUDANN**; range of mountains and snowfield, Selkirk mountains, Kootenay district, B.C. (Not Clach-na-coodin.)
- CLAPPISON**; post office, Wentworth county, Ont. (Not Clappison's Corners.)
- CLARK**; harbour, Cornell Grinnell bay, Franklin. (Not Frank Clark.) —lake, Dungannon township, Hastings county, Ont. (Not Clark's.) —point and reef, Bruce county, Ont. (Not Pine Point nor Clark Point reef.)
- CLARKE**; glacier and peak, southeast of mount Bonney, Selkirk mountains, Kootenay district, B.C.
- CLAY**; brook and lake, Villeneuve township, Ottawa county, Que. (Not Clay Brook lake.)
- CLAY**; river, tributary to Bell river, Abitibi district, Que.
- CLEAR**; creek, tributary to Stewart river, Yukon.
- Clear.* See Smooth Rock.
- Clearwater.* See Teggau.
- CLEARWATER**; river, tributary to Stikine river, Cassiar district, B.C.
- CLEFT ROCK**; lake, west of Manitou lake, Rainy River district, Ont.
- CLEMENTS LAND**; in eastern portion of the district of Franklin.
- CLINTON**; creek, near Cudahy, Yukon.
- CLINTON-GOLDEN**; lake, northeast of Great Slave L. (Not Clinton Golden.)
- CLIO**; bay and point, Kitimat arm, Coast district, B.C.
- CLUSTER**; rocks, Oyster harbour, east coast of Vancouver island, B.C.
- CLYDE CORNERS**; post office, Huntingdon county, Que. (Not Clyde's Corners.)

## SESSIONAL PAPER No. 21a

*Coac.* See *Koak*.

*COAL*; creek, tributary to Yukon river, below Fortymile; also creek, lake, and ridge, north of Watson river; Yukon.

*COAST*; range of mountains, in western part of British Columbia and Yukon. (Not Cascade.)

*COBAN*; river, tributary to Waswanipi river, below Otechisk river, Abitibi district, Que. (Not Cabane.)

*COBB*; lake and Cobblake post office, Russell county, Ont. (Not The Lake.)

*COCAGNE*; harbour, island, river, and town, Kent county, N.B. (Not Cocaigne.)

*COCKBURN*; island, Manitoulin district, Ont. — land, in northwesterly portion of Baffin island, Franklin. (Not Cockburn Island.)

*Cockmagun.* See *Cogmagun*.

*Cockmigon.* See *Cogmagun*.

*COCKSCOMB*; mountain, near the headwaters of Jumpingpound creek, southern Alberta.

*COEHILL*; P. O. and railway station, Hastings county, Ont. (Not Coe Hill nor Coe Hill Mines.)

*COFFEE*; river, tributary to Bell river, Abitibi district, Que. (Not Brownwater.)

*COFFEY*; post office, Huntingdon county, Que. (Not Coffey's Corners.)

*COGLE*; pass, at head of St. Mary river, Kootenay district, B.C.

*COGMAGUN*; river, Hants county, N.S. (Not Cockmagun, nor Cockmigon.)

*COLD*; brook, tributary to Gissard river, Abitibi district, Que.

*Cold.* See *Kississing*.

*COLDBROOK*; post office and railway station, Kings county, N.S. (Not Cold Brook Station P.O.)

*COLDWATER*; river, emptying into east end of L. Superior, Algoma district, Ont. (Not Blind.)

*Coldwater.* See *Bow*.

*COLE*; point, northwest point of Big island, bay of Quinte, Prince Edward county, Ont. (Not Cole's.)

*COLEBROOKE*; settlement, south of Campbellton, Restigouche county, N.B. (Not Coldbrook, nor Cold Brook.)

*COLLIE*; mountain, northwest of mount Balfour, Rocky mountains, Kootenay district, B.C.

*Collis.* See *Yoho*.

*COLLINS*; shoal, Oyster harbour, east coast of Vancouver island, B.C.

*COLLINSON*; point, Active pass, strait of Georgia, New Westminster district, B.C.

*COLMER*; cape, at entrance to Crooks inlet, Hudson strait, Franklin.

*COLUMBIA*; river, Kootenay district, B.C.

*COMB*; islands and river, east side of Hudson bay, Ungava. (Not Comb Hills islands and river.)

*COMBLAIN*; mountain, on Digby island, west side of Prince Rupert harbour, Coast district, B.C.

*Commandant.* See *Papineau*.

*Commerell.* See *Sutil*.

*COMMISSIONERS*; lake, Lake St. John county, Que. (Not Commissioner.)

*COMPASS*; lake, Burleigh township, Peterborough county, Ont.

*CONE*; hill, near mouth of Clinton creek, Yukon. —mountain, near Stikine river, north of Scud river, Cassiar district, B.C. —point, on the west side of lake Evans, Abitibi district, Que.

*CONN MILLS*; village, Cumberland county, N.S. (Not Conn's Mills.)

*CONNOLLY*; mountain, between Mackenzie sound and Sutej channel, Coast district, B.C. (Not Conolly.)

*CONRAD*; mountain, east of Windy arm of Tagish lake, on boundary between Cassiar district, B.C., and Yukon. —mining camp on west shore of Windy arm, Yukon. (Not Conrad City.)

*CONSOLATION*; creek, emptying into Gladys lake, Cassiar district, B.C. —valley, east of Moraine lake, Alta.

*CONTACT*; brook and lake, southeast of File lake, Keewatin.

*CONY*; creek, near mount Woden, Kootenay district, B.C.

*COOK*; point, below Rockport, Leeds county, Ont. (Not Cary nor Cook's.) —railway station, Haldimand county, Ont. (Not Cook's.)

*Coolen.* See *Coonan*.

*COONAN*; cove, Shag bay, Halifax county, N.S. (Not Coolen.)

*COOPER*; lake, an expansion of Marten river, Mistassini district, Que. —mountain, near Hutshi lakes, Yukon. —point, south shore of Okisollo channel, Coast district, B.C.

*COPEWAY*; lake, Lake township, Hastings county, Ont.

*COPPER*; creek, tributary to Hackett river, also island in southern portion of Atlin lake; Cassiar district, B.C.

*Copper.* See *Zymoets*.

*CORBIN*; pass and peak, north of Illecillewaet, Kootenay district, B.C.

*CORDOVA*; bay, southeast coast of Vancouver I., B.C. (Not Cormorant.)

*CORISANDE*; bay, east shore of lake Huron, Bruce county, Ont.

*CORMORANT*; lake, northwest of Moose lake, Keewatin.

*Cormorant.* See *Cordova*.

*Corn.* See *Broughton*.

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- CORNET**; ground, southwest of Greenough point, Bruce county, Ont.
- CORNWALL**; island, north of Grinnell peninsula, Franklin. (Not North Cornwall.)
- CORNWALLIS**; island, west of Devon island, Franklin.
- CORNWALL PARK**; a summer resort on east extremity of Big island, bay of Quinte, Prince Edward county, Ont.
- CORRAL**; creek, tributary to Bow river, east of Laggan, Alta.
- CORSAIR**; reef, west of Reid point, Bruce county, Ont.
- COSTE**; island, Kitimat arm, Coast district, B.C.
- COSTIGAN**; mountain, northeast of L. Minnewanka, Rocky Mountains park, Alta.
- Cosupescoult*. See Causapescal.
- CÔTE - DES - NEIGES - OUEST**; village, Hochelaga county, Que. (Not Côte des Neiges West.)
- COTTONWOOD**; river, tributary to Dease river, Cassiar district, B.C.
- COUDRES**; island, Temiscouata county, Que.
- COUGAR**; brook and mountain, in the Selkirk mountains, also creek tributary to Little Slokan river; Kootenay district, B.C.
- COUNTRESS WARWICK**; sound, north shore Frobiisher bay, Franklin.
- COURTENAY**; bay, St. John harbour, N.B. (Not Courtney.)
- COUTTS**; river, tributary to Sauteux river, central Alberta.
- COVE**; island, in entrance to Georgian bay, Bruce county, Ont. (Not Isle of Coves.)
- COVE ISLAND**; ground, off northwest side of Cove island, Georgian bay, Bruce county, Ont.
- COW**; island, in bay of Quinte, east of Belleville, Prince Edward county, Ont.
- COWAN**; river, north of Cormorant lake, Keewatin. —post office, Huntingdon county, Que. (Not Cowan's.)
- COWICHAN**; district, harbour, lake, post office, and river, Vancouver island, B.C. (Not Cowichin nor Cowitchin.)
- Cowitchin*. See Cowichan.
- COX**; lake, Burleigh township, Peterborough county, Ont. (Not Cox's.)
- CRAB**; cove, south of Red bay, Bruce county, Ont.
- CRANBERRY**; creek, near north end of Upper Arrow lake, Kootenay district, B.C. —lake, on Grass river, west of Reed lake, Keewatin.
- CRANBROOK**; town, Kootenay district, B.C.
- CRATER**; creek, flowing into Quiet lake, Yukon. —lake, southwest of lake Lindeman, Cassiar district, B.C.
- CREASE**; island, off the entrance to Knight inlet, Coast district, B.C. (Not Lewis.)
- Creighton*. See Crichton.
- CRESTON**; railway station and junction, Kootenay district, B.C.
- Crets*. See Chamberlain.
- CRIGHTON**; beach, head, island, and shoal, southwest of Madame island, Richmond county, N.S.
- CROIL**; island, near Farran point, Stormont county, Ont. (Not Croll's.)
- CROOKED**; creek, tributary to Stewart river, Yukon.
- CROOKS**; inlet, north shore of Hudson strait, Franklin. (Not Ka-lik-took-duag.)
- CROSS**; lake, north of Pipestone lake, Nelson river, Keewatin.
- CROW**; river, Hastings and Peterborough counties, Ont.
- Crow*. See Kakagi.
- Crow Harbour*. See Queensport.
- CROWNEST**; lake, mountain, pass, railway station, and river, Alta. and Kootenay district, B.C. (Not Crow Nest, Crow's Nest, Crow-nest nor Crownest.)
- CHRYSLER**; post village and railway station, Stormont county, Ont. (Not Chrysler.)
- Crystal*. See Caldwell.
- CUDAHY**; post, Yukon river, northwest of Dawson, Yukon.
- CUMBERLAND**; lake, eastern Saskatchewan. (Not Pine Island lake.) —peninsula and sound, in southeastern portion of the district of Franklin. (Not Northumberland inlet, Hogarth sound, nor Penny gulf.)
- CUMMING**; point, Drury inlet, Queen Charlotte sound, also point on Gribbell island; Coast district, B.C. (Not Cumming nor Cummings.) Reversal of previous decision.
- CUNDALE**; bay, east shore of Horsfall island, Hecate channel, Coast district, B.C.
- CUTARM**; creek, tributary to Qu'Appelle river, southeastern Saskatchewan. (Not Big Cutarm.)
- CYPRIAN**; peak, in the Bishops' range, Selkirk mountains, Kootenay district, B.C.
- CYRUS FIELD**; bay, east shore of Baffin island, Franklin. (Not Cyrus W. Field.)

## D

- DAEK**; spit, west of Port Elgin, Bruce county, Ont.
- DAGO**; creek, tributary to Little Slokan river, Kootenay district, B.C.
- DAHADINNI**; river, tributary to Mackenzie river, Mackenzie. (Not Dahadinee nor Dahadinne.)

## SESSIONAL PAPER No. 21a

- DALHOUSIE STATION**; post village, Soulanges county, Que. (Not Dalhousie Mills.)
- DALL**; peak, west of Windy arm, Tagish lake, Yukon.
- DALTON**; range of mountains, near Dezadeash lake, southwest Yukon.
- DALY**; mountain, southeast of mount Balfour, Rocky mountains, Kootenay district, B.C.
- DANE**; island, east of Lylal island, Bruce county, Ont.
- DAUPHIN**; river, emptying into Sturgeon bay, lake Winnipeg, Man. (Not Little Saskatchewan.)
- DAVE**; bay, south side of Great Duck island, Manitoulin district, Ont.
- DAVENPORT**; creek, flowing into west end of Gladys lake, Cassiar district, B.C.
- DAVIDSON**; mountains, between Ladue river valley and McQuesten lakes, Yukon.
- DAVIS**; creek, branch of Walker creek, west of Dawson, Yukon. —lake, Lutterworth township, Haliburton county, Ont. (Not Davis'.)
- DAVIES**; lake, west of Barnard lake, Thunder Bay district, Ont.
- Dawkins*. See Jorkins.
- DAWSON**; glacier and mountain, southeast of mount Bonney, Selkirk mountains, Kootenay district; and point at the northerly end of Promise island, Coast district, B.C. —point, at the head of lake Timiskaming, Nipissing district, Ont. —peak, near Teslin lake, also range of mountains at the confluence of Lewes, Pelly, and Yukon rivers, and capital city of Yukon territory. (Not Dawson City.)
- DAWSONVILLE**; town, Restigouche county, N.B. (Not Dawsonvale.)
- DEADMAN**; harbour and head, Charlotte county, N.B. (Not Deadman's.)
- DEADWOOD**; creek, tributary to Yukon river, below Dawson, Yukon.
- DEAN**; bay and spit, east of Dominion point, Manitoulin district, Ont. —channel, north of King island, Pacific coast, B.C. (Not Deanes.)
- DEASE**; lake and river, tributary to Liard river, Cassiar district, B.C.
- DEBERT**; river and village, Colchester county, N.S. (Not DeBert.)
- DECEPTION**; bay, south shore of Hudson strait, Ungava. (Not Foster's Harbour nor Shedlul.)
- DECEWVILLE**; post village and railway station, Haldimand county, Ont. (Not Decewsville.)
- DECKER**; lake, on telegraph trail, south of Babine lake, Cariboo district, B.C.
- Deep*. See Canyon.
- DEEPWATER**; lake, northeast of lake Timiskaming, Pontiac county, Que.
- DEER**; island, 1½ m. N. W. from Gull harbour, L. Winnipeg, Man. (Not Punk.)
- Deer*. See Atikwa.
- Deer*. See Georgina.
- Deer*. See Punk.
- DEER PARK**; mountain, P.O., and landing to important mining district, east of Lower Arrow lake, Kootenay district, B.C. (Not Deer mountain.)
- DEFOT**; creek and mountain, Dease river, Cassiar district, B.C.
- DELAP COVE**; village, Annapolis county, N.S. (Not Delap's Cove.)
- DELISLE**; river, Glengarry county, Ont. (Not De Lisle nor L'Isle.)
- DELTA FORM**; mountain, Bow range of the Rockies, Alta. and Kootenay district, B.C.
- DEMERS**; a peak of the Valhalla mountains, Kootenay district, B.C. (Not DeMers.)
- DEMOISELLE**; cape and creek, Albert county, N.B. (Not D'Moiselle, Cap de Moeselle, nor Cape de Moiselle.)
- DENMARK**; lake, south of Atikwa lake, Rainy River district, Ont.
- DENNIS**; mountain and pass, south of mount Stephen, Kootenay district, B.C.
- Dennis*. See Denys.
- DENVER**; creek, tributary to St. Mary river, and mountain west of Slocan lake; Kootenay district, B.C.
- DENYS**; river, Inverness county, N.S.; also River Denys P.O., River Denys Road P.O., River Denys Station, P.O. (Not Dennis.)
- DESCANSO**; bay, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Knight nor Rocky.)
- DESCHAILLONS**; seigniory and post village, Lotbinière county, and island in Richelieu river, Richelieu county; Que. (Not d'Eschaillons, des Chaillons, Eschaillons, St. Jean Deschaillons, nor St. Jean-Baptiste Deschaillons.)
- DESCHÉNES**; post office, Ottawa county, Que. (Not Deschenes Mills.)
- DESERONTO**; town, Tyendinaga township, Hastings county, Ont.
- DESERT**; point, northeast end of Great Duck island, Manitoulin district, Ont. (Not Sand.)
- Deseticaux*. See Azatika.
- Despair*. See Espoir.
- Despatch*. See Dispatch.
- Desolation*. See Ten Peaks.
- Desolation*. See Wenkchemna.
- DEVILLE**; mountain, northwest of Ottertail station, Rocky mountains, Kootenay district, B.C.

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- DEVILS HEAD**; mountain, in the Rocky Mountains park, Alberta. (Not Devil's Head.)
- Devil's Head.* See Minnewanka.
- Devil's Pine.* See Ghostpine.
- DEVIZES**; lake, west of Barrington lake, Thunder Bay district, Ont.
- DEVON**; island, northwest of Baffin island, Franklin. (Not North Devon.)
- DEWDNEY**; mountain, Porcupine river, Yukon.
- DEZADEASH**; lake, and river tributary to the Alsek, southwestern Yukon.
- Des Amecans.* See Azatika.
- DIAMOND**; island, west of Jubilee island, north shore of Hudson strait, Franklin. —lake, Herschel township, Hastings county, Ont.
- DIANA**; bay, west of Cape Hopes Advance, Hudson strait, Ungava.
- DIBBLE**; creek, tributary to Bull river, Kootenay district, B.C.
- DICKEY**; lake, Lake township, Hastings county, Ont. (Not Dickey's.)
- DICKINSON LANDING**; post village, Stormont county, Ont. (Not Dickensons Landing nor Dickinson's Landing.)
- DINORWIC**; lake and railway station, Rainy River district, Ont. (Not Little Wabigoon.)
- DION**; creek, tributary to Yukon river, near Dawson, Yukon.
- Dirt.* See Chip.
- Discovery.* See Plumper.
- DISELLA**; lake, south of Chismaina lake, Yukon.
- DISPATCH**; island, in Columbia river, near south end of Upper Arrow lake, Kootenay district, B.C. (Not Despatch.)
- DIXIE**; lake and mountain, east of Atlin lake, Cassiar district, B.C.
- Dixie.* See O'Donnel.
- DIXON**; lake, Limerick township, Hastings county, Ont. (Not Dixon's.)
- DIXON CORNERS**; post village, Dundas county, Ont. (Not Dixon's Corners.)
- DOCTOR**; island, south shore of Hudson strait, Ungava. —island, between Russell island and Tobermory harbour, at entrance to Georgian bay, Bruce county, Ont. —lake, on Churchill river, Sask.
- DODGE**; island, north of Parizeau point, Prince Rupert harbour, Coast district, B.C.
- DOGHEAD**; point, the northeastern point of entrance to the narrows of lake Winnipeg, Man. (Not East Doghead.)
- DOGNOSE**; creek, tributary to Klondike river, Yukon.
- Dog's Head.* See Whiteway.
- DOKDAON**; creek, tributary to Stikine river, near Clearwater river, Cassiar district, B.C.
- DOLOMITE**; pass, peak, and stream, Rocky mountains, Alberta.
- DOME**; mountain, west of Cudahy, near international boundary, Yukon. —mountain, near lake Evans, Abitibi district, Que.
- DOMINION**; bay and point, south shore of Manitoulin island, Manitoulin district, Ont. —creek, tributary to Indian river, Yukon.
- Donald.* See McDonald.
- DONJEK**; river, tributary to White river, Yukon.
- DONKIN**; glacier, mountain, and pass, southeast of Mt. Bonney, Selkirk Mts., Kootenay district, B.C.
- Doobaunt.* See Dubawnt.
- DORCAS**; bay, east coast of lake Huron, Bruce county, Ont.
- DORÉ**, baie du; Bruce county, Ont.
- D'OR**; cape, Cumberland county, N.S. (Not Dore nor D'Ore.)
- DOROTHY**; island and narrows, Devastation channel, Coast district, B.C.
- DOTTY**; lake, Finlayson township, Nipissing district, Ont. (Not Dotty's.)
- Double.* See Brandon.
- DOUGLAS**; channel, between Hawkesbury island and the mainland, Pacific coast, B.C. —creek, southwest of Banff, Alta. —harbour, King George sound, Hudson strait, Ungava, —point, Bruce county, Ont.
- DRAK**; lake, Dudley township, Haliburton county, Ont.
- DRIEDMEAT**; hill and lake, on Battle river, eastern Alberta. (Not Dried Meat.)
- DRIFTPILE**; river, flowing northerly into Lesser Slave lake, central Alberta.
- DROMEDARY**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Fear.)
- DRYAD**; point, northeastern portion of Campbell island, Seaforth channel, Coast district, B.C. (Not Turn.)
- DRYBERRY**; lake, northeast of Berry lake, Rainy River district, Ont.
- DRYDEN**; railway station, Rainy River district, Ont.
- DUBAWNT**; lake and river, Keewatin and Mackenzie districts. (Not Doobaunt.)
- DUCHESNAY**; lake, mountain, and pass, Rocky mountains, Kootenay district, B.C.
- Duck.* See Sissipuk.
- DUCKIE**; lake, northwest of Chismafna lake, Yukon.
- Duck River North.* See North Duck.
- Duck River South.* See South Duck.

## SESSIONAL PAPER No. 21a

- DUDIDONTU**; river, tributary to Inklin river, Cassiar district, B.C.
- DUKE**; point, Northumberland channel, strait of Georgia, New Westminster district, B.C.
- DUMOINE**; lake and river, Pontiac county, Que. (Not Du Moine, Big, nor Grand.)
- DUNCAN**; glacier and mountain, east of Beaver mountain, Selkirk range, also lake north of Kootenay lake; Kootenay district, B.C. (Not Upper Kootenay.)
- DUNDALK**; creek, mountain, and railway station, on east side of Bennett lake, Yukon.
- DUNDAS**; islands, western side of Chatham sound, and point on northeast side of Digby island and west of Prince Rupert; Coast district, B.C.
- DUNN**; island, near Pearson island, lake Huron, Ont. (Not Grant.)
- DUNSMUIR**; islands, Oyster harbour, east coast of Vancouver island, B.C. (Not Twin.)
- DUNVEGAN**; a post of the H.B. Co., on Peace river, Alberta. (Not Fort Dunvegan.)
- DU VERNET**; point, on northeast side of Digby island and west of Prince Rupert, Coast district, B.C.
- DWYERHILL**; post office, Carleton county, Ont. (Not Dwyer Hill.)
- Dyer*. See Waddell.
- DYKE**; head, on south shore of Hudson strait, Ungava.]
- DYMENT**; railway station, Rainy River district, Ont.
- DYSON**; creek, tributary to Sheep river, also mountain; Alta.
- E**
- EABEMENT**; lake and river, tributary to Albany river, Keewatin.
- EAGLE**; bay, at the south end of Grand lake Victoria, Pontiac county, Que. —cove and point, Cove island, at entrance to Georgian bay, Ont. —lake, railway station, and river, Rainy River district, Ont. —glacier and peak, Selkirk mountains, also pass and river west of Revelstoke, Kootenay district; and river tributary to Dease river, Cassiar district; B.C.
- Eagle*. See Anstruther.
- Eagle*. See Sakwatamau.
- EAGLE CRAG**; mountain, near confluence of Iskut and Stikine rivers, Cassiar district, B.C.
- EAGLENEST**; lake, in the Birch mountains, Alta. (Not Eagle Nest.)
- EAGLE NEST**; mountain, on lower part of Lewes river, below Little Salmon river, Yukon.
- EAGLE ROCK**; lake, northeast of Kaopskikamak lake, Rainy River district, Ont.
- EAMER**; post office, Stormont county, Ont. (Not Eamer's Corners.)
- EARL GREY**; river emptying into L. Aylmer, North-east of Great Slave L. (Not Earl Grey's.)
- EARL PATCHES**; shoals, south of Russel island, at entrance to Georgian bay, Bruce county, Ont.
- EARN**; river, tributary to Pelly river, north of Glenlyon mountains, Yukon.
- EAST**; bluff, west of Gabriel strait, Franklin. (Not Innarulligang.) —lake, Harburn township, Haliburton county, Ont. —river, Bonaventure county Que. (Not East Port Daniel river.) —river, Pictou county, N.S. (Not East river of Pictou.)
- East*. See Nelson.
- EAST ARROWWOOD**; river, tributary to Bow river, Alta. (Not East Arrow Wood.)
- East Belanger*. See Girouard.
- East Doghead*. See Doghead.
- Eastman's Springs*. See Carlsbad Springs.
- EASTMAN**; river, emptying into James bay. (Not East Main.) This river forms a portion of the northerly boundary of the province of Quebec.
- EASTON**; post village, Grenville county, Ont. (Not Easton's Corners.)
- East Port Daniel river*. See East.
- EAST SISTER**; shoal, south of Yeo island, entrance to Georgian bay, Manitoulin district, Ont.
- East Souris*. See Souris.
- Eachepashi*. See Etchipotchi.
- EBB-AND-FLOW**; lake, west of the narrows of lake Manitoba, Man. (Not Ebb and Flow.)
- Echafaud*. See Pouce Coupé.
- ECHIAMAMISH**; river, tributary to the east branch of Nelson river, Keewatin. (Not Echamamish nor Echiamamish.)
- ECHO**; island, east of Cove island, at entrance to Georgian bay, Bruce county, Ont.
- ECSTALL**; river, flowing into the Skeena at Essington, Cassiar district, B.C. (Not Hockstall, Huckstall, Huxstall, nor Oxstall.)
- EDITH**; lake and river, Big island, Hudson strait, Franklin.
- EDGAR**; lake, south of the Taku arm of Tagish lake, Cassiar district, B.C.
- EDGE**; banks, Nanoose harbour, east coast of Vancouver I., B.C. —island in Blunden harbour, Queen Charlotte sound, Coast district, B.C.
- EDMONTON**; capital city of Alberta. (Not Fort Edmonton.)
- EDMUND**; mountain, northwest of Surprise lake, Cassiar district, B.C.
- EDNA**; point, forms the eastern boundary of Christina bay, Manitoulin island, L. Huron, Ont.

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- EDWARD**; island, and harbour in S.W. portion of the island, south of entrance to Black bay, Thunder Bay district; also point at the entrance to St. Clair river, Lambton county; Ont.
- EEL**; lake, southwest of Opasatika lake, Pontiac county, Que.
- EELS**; lake, Cardiff township, Haliburton county, Ont. (Not Eel.)
- EFFINGHAM**; inlet, and port on west side of Village island, Barkley sound, B.C. —lake, Effingham township, Addington county, Ont. (Not Little Wealemoon.)
- EGAN**; brook and lake, tributary to York river, Hastings county, Ont. (Not Jamieson's.)
- EGNELL**; creek, post, and mountain, Shealay river, Cassiar district, B.C. (Not Egnelle nor Egnell's.)
- Egypt*. See Macdonald.
- EIDER**; islands, west coast Ungava bay, Ungava.
- Eightmile*. See Tataho.
- Eighteen-mile*. See Stirling.
- EISNER**; cove, Halifax harbour, Halifax county, N.S. (Not Isnor, Eisenhaur nor Eisenhauer.)
- EKWAN**; river, emptying into James bay, Keewatin. (Not Equan.)
- ELBOW**; lake, on Grass river, northwest of Reed lake, Keewatin. (Not Ithenotosquan nor The Elbow). —mountain, at bend in lower part of Stikine river, Cassiar district, B.C. —river, tributary to Bow river, Alta
- ELDORADO**; creek, tributary to Bonanza creek, Yukon.
- ELLIOT**; passage, between Indian islands and Village island, at south entrance to Knight inlet, Coast district, B.C. (Not Elliot.)
- ELIZABETH**; bay, in southern portion of lake Olga, Abitibi district, Que.
- ELK**; river, tributary to Kootenay river, Kootenay district, B.C.
- ELLA**; island, north of Leach island, Manitoulin district, Ont. (Not Gull.)
- ELLESMERE**; island, includes the whole of the insular tract lying between latitude 76° and 84° N. and longitude 62° and 90° W.; portions of which have been named "Arthur Land," "Ellesmere Land," "Grant Land," "Grinnell Land," "Jesup Land," "King Oscar Land," "North Lincoln," "Schley Land," etc.
- ELLINOR**; rock, east of Kinahan islands, southwest of entrance to Prince Rupert harbour, Coast district, B.C.
- ELLIOTT**; peak, on north side of the Saskatchewan, opposite the confluence of the Saskatchewan and Siffleur rivers, Alta.
- EMBRUN**; railway station and village, Russell county, Ont.
- EMERALD**; lake, peak, and river, northwest of Field, Kootenay district, B.C.
- Emerald*. See Louise.
- Emerald*. See President.
- EMIL**; creek, tributary to Nello river, Klondike river, Yukon.
- EMILIA**; island, Douglas channel, west of Maitland island, Coast district, B.C.
- EMILY MAXWELL**; reef, south of Fitzwilliam island, Manitoulin district, Ont.
- EMMA**; island, northwest of Big island, Hudson strait, Franklin. (Not High.)
- ENDAKO**; river, tributary to Stellako river, east of Français lake, Cariboo district, B.C.
- ENNIS**; mountain, east of mount Vaux, Rocky mountains, Kootenay district, B.C.
- ENNISHORE**; post settlement, Victoria county, N.B. (Not Ennishore.)
- ENRAGE**; cape, Chignecto bay, N.B. (Not Enragé.)
- ENSLEY**; creek, tributary to Yukon river, north of Indian river, Yukon.
- Equan*. See Ekwan.
- Eschailions*. See Deschailions.
- ESKIMO**; bay, islands, and river, west of the strait of Belleisle; and island, one of the Mingan group; Saguenay county, Que. (Not Esquimaux.)
- ESKWAHANI**; lake, near the headwaters of Ottawa river, Berthier and Joliette counties, Que. (Not Askwahani.)
- ESPOIR**; cape d', at the entrance to Chaleur bay, Gaspé county, Que. (Not Despair.)
- ESSINGTON**; town, at mouth of Skeena river, Cassiar district, B.C. (Not Port Essington.)
- Etang*. See L'Etang.
- ETCHIPOTCHI**; river, tributary to Waswanipi river, Abitibi district, Que. (Not Etchepashi.)
- ETHEL**; lake, south of Mayo brook, Stewart river, Yukon.
- Etsi-kom*. See Etsikom.
- ETTA**; point, westerly extremity of Maurelle island, Coast district, B.C.
- ETSIKOM**; coulée, north of Milk river, southern Alberta. (Not Etsi-kom.)
- EULATAZELLA**; creek and lake, on telegraph trail, south of Nechako river, Cariboo district, B.C.
- EUREKA**; creek, tributary to Indian river, Yukon.
- EVA**; point, Devastation channel, Coast district, B.C.
- EVANS**; creek, west of Slokan lake, Kootenay district, B.C. —lake, in northern part of Abitibi district, Que.
- EVELYN**; island, east of Warren island, Bruce county, Ont. (Not Birch.)



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**EVERETT**; reefs, at entrance to Timber bay, Manitoulin island, Manitoulin district, Ont.

**EWING**; mountain, west of Gladys lake, Cassiar district, B.C.

**EXPANSE**; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

## F

**FAGAN**; ground, southwest of Yeo island, at entrance to Georgian bay, Manitoulin district, Ont.

**FAIRFIELD**; bluff, on Yukon river, below Cudahy, Yukon. —post village and railway station, Leeds county, Ont. (Not Fairfield East.)

**FAIRNESS**; headland, at entrance to Markham bay, Hudson strait, Franklin.

**FAIRVIEW**; mountain, south of lake Louise, Alta. (Not Goat.) —point, on west side of Kaien island, Prince Rupert harbour, Coast district, B.C.

**FAIRY**; lake, Annapolis county, N.S. (Not Kee-jim-Kujic.)

**FALCON**; rock, at entrance to Prince Rupert harbour, Coast district, B.C.

**Fall**. See Tortue.

**FALLS**; creek, west of Slocan lake, Kootenay district, B.C.

**FALSE DETOUR**; channel, between Cockburn and Drummond islands, Manitoulin district, Ont. The international boundary passes through this channel.

**FANTAIL**; lake and river, west of Taku arm of Tagish lake, Cassiar district, B.C. (Not Otter.)

**FARWELL**; cape, at the south end of Promise island, Coast district, B.C.

**FARSWORTH**; mountain, east of O'Donnel river, Cassiar district, B.C.

**FARQUART**; lake, Harcourt township, Haliburton county, Ont.

**FARR**; creek, emptying into the northerly portion of lake Timiskaming, Nipissing district, Ont.

**FARRAN POINT**; post village and railway station, Dundas county, Ont. (Not Farran's Point.)

**FARRELL**; lake, Rosebud district, Alta. (Not Long.)

**FAY**; mountain, east of Deltaform mountain, Bow range of the Rockies, Alta. —river, tributary to Klondike river, Yukon.

**FERGUSON FALLS**; post village, Lanark county, Ont. (Not Ferguson's Falls.)

**FERN**; passage, east and south of Kaien island, connecting upper portion of Prince Rupert harbour with Chatham sound, Coast district, B.C.

**FEUS**; a peak of mount Dawson, Selkirk mountains, Kootenay district, B.C.

**FEVES**; rivière des, Chateaugay county, Que.

**FIELD**; mountain and railway station, Kootenay district, B.C.

**FIFE**; creek, northwest of Whatchan lake, Kootenay district, B.C.

**Fifteen-mile**. See Jennings.

**FILE**; lake and river, north of Reed lake, Keewatin.

**FILE-AXE**; lake, on the height of land, southeast of lake Mistassini, Mistassini district, Que.

**FINGER**; mountain, west of Bennett lake, Yukon.

**FINLAYSON**; lake and river, near the upper waters of Pelly river, Yukon. (Not Tle-tlan-a-tsoots.)

**FIRE**; valley, west of Lower Arrow lake, Kootenay district, B.C.

**Fish**. See Incomappleux.

**Fish**. See Norbury.

**FISHBASKET**; river, emptying into Weibikwei lake, Keewatin.

**FISHER**; bay, northwest of Wakeham bay, Hudson strait, Ungava. —bay, northeast of Inner Duck island, Manitoulin district; also lake, east of Dryberry lake, Rainy River district; Ont. —harbour, north of Big island, Hudson strait, Franklin. —lake, Pontiac county, Que. —creek, tributary to Wild Horse river, and mountain east of Kootenay river; Kootenay district, B.C. —creek, tributary to Sheep river, also peak; Alta.

**FISHERMAN**; cove, at the north end of Gil island, Coast district, B.C.

**FISHING**; islands, extending from Chiefs point to Pike point, Bruce county, Ont. (Not Ghegheto.)

**FISHTAIL**; lake, Harcourt township, Haliburton county, Ont. (Not Fish Tail.)

**FITZWILLIAM**; channel and island, at the entrance to Georgian bay, Manitoulin district, Ont.

**FIVE-FINGER**; rapid, in Lewes river, below Norden-skiöld river, Yukon.

**FLAT**; creek, tributary to Illecillewaet river, Kootenay district, B.C. —creek, tributary to Klondike river, Yukon.

**Flat**. See Ridley.

**FLATLAND**; harbour, island, and reef, west of Pie island, Thunder Bay district, Ont.

**FLEET**; point, Nanoose harbour, east coast of Vancouver island, B.C.

**FLEMING**; peak, Hermit range of the Selkirks, Kootenay district, B.C.

**FLETCHER**; island, in Frobisher bay, Franklin. —lake, in McClintock township, Haliburton county, Ont. (Not Fletcher's.)

**FLINT**; lake, north of Kakagi lake, Rainy River district, Ont.

**FLOAT**; creek, tributary to Ottortail river, Rocky mountains, Kootenay district, B.C.

**FLORENCE**; river, tributary to Bell river, Abitibi district, Que. —river, tributary to Klondike river, Yukon.

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**FLOWERPOT**; island, east of Cove island, at entrance to Georgian bay, Bruce county, Ont. (Not Flower Pot.)

**FOAMFALL**; river, tributary to Ashuapmichuan river, Chicoutimi county, Que.

**FOG**; lake, west of Manitou lake, Rainy River district, Ont.

**FOOTPRINT**; lake and river, north of Threepoint lake, Keewatin. (Not Squirrel nor Weir.)

**FORELEG**; bay, in Atikwa lake, Rainy River district, Ont. (Not Little Jackfish.)

**FORESTERS**; island, in the bay of Quinte, Prince Edward county, Ont. (Not Captain John's island.)

**Fort Chimo.** See Chimo.

**Fort Dunvegan.** See Dunvegan.

**Fort Edmonton.** See Edmonton.

**Fort Lennox.** See Noix.

**Fort Macleod.** See Macleod.

**FORT NELSON**; river, tributary to Liard river, Cariboo district, B.C. (Not Nelson.)

**FORT ST. JAMES**; H. B. Co. post, Mining Record office, and P. O., near the outlet of Stuart lake, Coast district, B.C. (Not Fort James.)

**Fort Selkirk.** See Selkirk.

**Fort Steele.** See Steele.

**FORT VERMILION**; a post of the H. B. Co. and settlement, south side of Peace river, Alta. Reverse of previous decision.

**FORTYMILE**; river and town, Yukon.

**Foster's.** See Deception.

**FOSTHALL**; creek, west side of Upper Arrow lake, Kootenay district, B.C.

**FOURCHU**; barbour, Cape Breton county, N.S. (Not Fourché nor Fourchou.)

**Four-mile.** See Lakit.

**FOURNIER**; post village, Prescott county, Ont. (Not Fournierville.)

**FOX**; island, Weller bay, Ameliasburg township, Prince Edward county, and island, in lake Simcoe, York county, Ont. (Not Snake.) — land, southwesterly portion of Baffin island, Gordon bay, Franklin. (Not Foxe nor Luke Fox.) — islands, Gordon bay, Franklin. (Not West Fox.) — glacier and mountain, in the Selkirk, B.C.

**Fox.** See Gordon.

**FRAMBOISE**; village, Richmond county, N.S. (Not Frambois.)

**FRANCES**; lake and river, southeastern Yukon.

**FRANCISCO**; point, southeast end of Quadra island, Coast district, B.C.

**FRANCAIS**; lake, south of Babine lake, Cassiar and Cariboo districts, B.C. (Not Francois.)

**FRANKTOWN**; post village and railway station, Lanark county, Ont. (Not Franktown.)

**FRASER**; lake, Carlow township, Hastings county, Ont. (Not Fraser's.) — lake, H. B. Co. post, and telegraph station, south of Stuart lake, Cariboo district, B.C. (Not Nalta or Fraser lake, nor Fort Fraser post and station.) — river of central and southern B.C. — reach, north-east of Princess Royal island, Coast district, B.C. Manitoulin district, Ont.

**FRECHETTE**; bay, bank, and point, near Misery bay, Manitoulin district, Ont.

**Freda.** See Freya.

**FREDERICK**; lake, Halifax county, N.S. (Not Pine Wood.) — lake, southwestern Yukon, west of Kusawa lake. — point, on east side of Digby island, Prince Rupert harbour, Coast district, B.C.

**FREEMAN**; lake, and river tributary to Athabaska river, Alta. (Not Freeman's.)

**FRENCHMAN**; bay, Ontario county, Ont. (Not Pickering harbour.) — river, southern Saskatchewan. (Not White Mud.)

**FRESNO**; creek, tributary to Yukon river, below Dawson, Yukon.

**FREYA**; a spur of the Valhalla mountains, Kootenay district, B.C. (Not Freda.)

**FRIDAY**; creek, branch of Sulphur creek, Indian river, Yukon.

**FRITZ**; landing, on east side of Lower Arrow lake, Kootenay district, B.C.

**FROATSBURN**; post office, Dundas county, Ont. (Not Froatburn nor Froathburn.)

**FROBISHER**; bay, in the southeastern portion of the district of Franklin. (Not Lumley inlet, &c.) — P. O. and railway station, southeastern Saskatchewan. (Not Frobyshire.)

**FROUDE**; bay, northeast of McKim bay, Manitoulin island, Manitoulin district, Ont.

## G

**GABRIEL**; island, Frobisher bay. (Not Gabriell), and strait, between Resolution island and the mainland; Franklin. (Not Tadjakjudustira.)

**GAINSBOROUGH**; township, Lincoln county, Ont. (Not Gainsboro.)

**Gale.** See Peter.

**GALENA**; bay, at north end of Upper Arrow lake, Kootenay district, B.C. (Not Thumb.) — creek, tributary to Yukon river, below Indian river, Yukon.

**GALIANO**; island, and Galiano gallery near Descano bay, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Malaspina's gallery.)

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**Galiano.** See Nigai.

**GALLOWAY;** settlement, Kent county, N.B. (Not Galway, New Galway, nor New Galloway.)

**GALOP;** canal, island, and rapids, St. Lawrence river, Dundas county, Ont. (Not Gallop, Gallops, Gallopes, Galoup, nor Galloup.)

**Galway.** See Galloway.

**GAMSKAGAMIK,** lake, south of lake Hill, Rainy River district, Ont. (Not Painkiller.)

**GAOTANAGA;** lake, west of Grand lake Victoria, Pontiac county, Que.

**GARDEN ISLAND;** lake, north of Matchimanitou lake, Abitibi district, Que.

**GARDNER;** canal, Devastation channel, Coast district, B.C. (Not Gardiner.)

**GARNET;** creek, tributary to Dominion creek, Indian river, Yukon. —mountain, west of mount Goodsir, Rocky mountains, Kootenay district, B.C.

**GARRY;** lake and river, tributary to Delisle river, Glengarry county, Ont. (Not Black lake.)

**GASLINE;** post office, Welland county, Ont. (Not Gas Line.)

**GASPEREAU;** lake, and river tributary to Salmon river, Queens and Sunbury counties, and river flowing into baie Verte, Westmorland county; N.B. (Not Gaspereaux.)

**GASPESIA;** shoal, southeast of Walkhouse point, Manitoulin district, Ont.

**GAT;** point, on western part of Cove island, at entrance to Georgian bay, Bruce county, Ont.

**GATACRE;** point, south shore of Manitoulin island, Manitoulin district, Ont.

**GATINEAU POINT;** village, at the mouth of Gatineau river, Ottawa county, Que.

**GAUDIN;** point, Devastation channel, Coast district, B.C.

**GAULEY;** bay, northeast of Greenough point, Bruce county, Ont.

**GAWJEWIAGWA;** lake, east of Anzhekumming lake, Rainy River district, Ont.

**GEIKIE;** creek and glacier, north of Dawson glacier, Selkirk mountains, Kootenay district, B.C. —lake, east of lake Evans, Abitibi district, Que.

**GENESTA;** reef, south of Maiden island, south shore of Manitoulin island, Manitoulin district, Ont.

**GENS DE TERRE;** river, tributary to Gatineau river, Ottawa and Pontiac counties, Que. (Not Jean de Terre.)

**GEORGE;** bay and cape, Northumberland strait, Antigonish county, N.S. (Not St. George.) —island, Halifax harbour, Halifax county, N.S. (Not Georges nor George's.) —lake, Prescott county, Ont. (Not Georges nor Georgian.) —point, at east entrance to Black bay, Thunder Bay district, Ont. —river, flowing into Ungava bay, Ungava. (Not Kangerthialuksoak.)

**GEORGIA;** rock, at entrance to Prince Rupert harbour, Coast district, B.C.

**GEORGIAN;** bay, the northeastern portion of lake Huron, Ont.

**GEORGINA;** island, north of Hill island, St. Lawrence river, Leeds county, Ont. (Not Catline nor Deer.)

**GERTRUDE;** point, Douglas channel, near Kitikiasa, Coast district, B.C.

**Ghegheto.** See Fishing.

**GHOST;** island, between Jeannette island and the Millar group, North channel, Queen Charlotte sound, Coast district, B.C. (Not Round island.) —lake, north of Wabigoon lake, Rainy River district, Ont. —river, tributary to Bow river, Alta.

**Ghost.** See Spirit.

**GHOSTFINE;** creek, tributary to Red Deer river, Alta. (Not Devil's Pine.)

**GIG;** point, on northern part of Cove island, at entrance to Georgian bay, Bruce county, Ont.

**GILBERT;** railway station, Rainy River district, Ont.

**GIL;** island, northwest of Princess Royal island, Coast district, B.C. (Not Gill.)

**GILPHIE;** reef, off Pine Tree harbour, Bruce county, Ont.

**GIMLI;** a peak of the Valhalla mountains, Kootenay district, B.C.

**GIROUARD;** mountain, south of lake Minnewanka, Rocky Mountains park, Alta. —point, north of Western Duck island and west of Rickley harbour, Manitoulin district, Ont. (Not East Belanger.)

**GIZZARD;** river, tributary to Bell river, Abitibi district, Que.

**GLACIER;** creek, a branch of Gold creek, Yukon. —lake, near Howse pass, Rocky mountains, Alta.

**Glacier.** See Peyto.

**Glacier.** See Yoho.

**GLACIER CREST;** mountain, Selkirk mountains, Kootenay district, B.C.

**GLADMAN;** mountain, on Yukon river, near the international boundary, Yukon.

**GLADSHEIM;** a peak of the Valhalla mountains, Kootenay district, B.C.

**GLADSTONE;** creek, east of Lower Arrow lake, Kootenay district, B.C.

**GLADYS;** lake and river, southwest of Teslin lake, Cassiar district, B.C. (Not Sucker lake, nor North river.)

**GLASGOW;** island, in North bay, Hudson strait, Franklin.

**GLAVE;** mountain, near upper waters of Chilkat river, Cassiar district, B.C.

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- GLENALLAN**; village, Wellington county, Ont. (Not Glen Allan.)
- GLENBROOK**; post office, Glengarry county, Ont. (Not Glen Brook.)
- GLENCOE**; island, northwest of Strathcona islands, Hudson strait, Franklin.
- GLENELBE**; post office, Leeds county, Ont. (Not Glen Elbe.)
- GLENHURON**; village, Simcoe county, Ont. (Not Glen Huron.)
- GLENLYON**; mountains and river, Pelly river, Yukon.
- GLENNEVIS**; post office, Glengarry county, Ont. (Not Glen Nevis.)
- GLENORA**; village, on Stikine river, below Telegraph creek, Cassiar district, B.C.
- GLENROY**; post office and railway station, Glengarry county, Ont. (Not Glen Roy.)
- GLYCERINE**; rock, South bay, Manitoulin island, Manitoulin district, Ont.
- GNAT**; creek, tributary to Klondike river, Yukon. —river, at south end of Kootenay lake, Kootenay district, B.C.
- Goat.* See Bow.
- Goat.* See Fairview.
- Goat.* See Teresa.
- GOAT CANYON**; creek, tributary to Caribou creek, Kootenay district, B.C.
- GOATFELL**; railway station, Kootenay district, B.C.
- GOBEL**; island, north of Coste island, Kitimat arm, Coast district, B.C.
- GODBOUT**; river, Saguenay county, Que. (Not Godbret nor Goodbout.)
- GODERICH**; town, Huron county, Ont.
- GOD'S MERCIE**; islands of, north shore of Hudson strait, Franklin. This name was also applied at one time to the island now known as "Middle Savage."
- GODS MERCY**; bay of, Southampton island, Hudson bay, Keewatin.
- GOLD**; creek, tributary to Sixtymile river, Yukon.
- GOLDBOTTOM**; creek, branch of Hunker creek, a tributary to Klondike river, Yukon.
- GOLDEN**; creek, branch of Henderson creek, north of Stewart river, Yukon. —valley, southeast of Pike bay, Bruce county, Ont.
- GOLDEN HORN**; mountain, southwest of Lewes river, Yukon.
- Golden Mountain.* See Gowland Mountain.
- GOLDFINCH**; lake, upper waters of Lievre river, St. Maurice county, Que.
- GOLD-RUN**; creek, tributary to Dominion creek, Indian river, Yukon.
- GOLDSMITH**; river, tributary to Driftpile river, central Alberta.
- GOODSIR**; creek and mountain, southeast of mount Vaux, Rocky mountains, Kootenay district, B.C.
- GOODWIN**; creek, flowing east into Teslin lake, Cassiar district, B.C.
- GOOSE**; point, south shore Manitoulin island, Manitoulin district, Ont.
- Goose.* See Grey Goose.
- GOOSEHUNTING**; creek, tributary to Carrot river, Sask. (Not Maple river.)
- GORDON**; bay, west of Chorkbak inlet, Hudson strait, Franklin. (Not Fox.) —brook, west of Lower Arrow lake, Kootenay district, B.C. —mountain, near Stikine river, south of Telegraph creek, Cassiar district, B.C. —mountain, northwest of mount Balfour, Rocky mountains, Alta. and B.C.
- GORGE**; creek, tributary to Sheep river, Alta.
- GORMAN**; lake, Brudenell township, Renfrew county, Ont.
- GOUGH**; lake, south of Battle river, Alta.
- GOULBOURN**; post office and township, Carleton county, Ont. (Not Goulbourne.)
- Goulbourne.* See St. Helena.
- GOULD DOME**; mountain, Rocky mountains, southwestern Alberta. (Not Gould's Dome.)
- Gounamits.* See Gunamits.
- GOURDEAU**; island, north of Swede island, Thunder Bay district, Ont.
- GOVAN**; brook, Bruce harbour, Hudson strait Franklin.
- GOWLAND MOUNTAIN**; post settlement, Albert county, N.B. (Not Golden Mountain.)
- GRACE**; lake, Dudley township, Haliburton county, Ont.
- Graeme.* See Pulteney.
- GRAHAM**; creek and inlet, west of Atlin lake, Cassiar district, B.C. (Not Taku inlet.)
- Graisie, rivière a la.* See Rigaud.
- GRAND**; glacier and mountain, southeast of Purity range, Selkirk mountains, Kootenay district, B.C. —point and reef, Brulé bay, Thunder Bay district, Ont. (Not Brulé)
- Grand.* See Black.
- Grand.* See Dumoine.
- Grand.* See Shubenacadie.
- GRANDE ANSE**; bay, Gaspé county, Que. (Not Grand Anse.) —post village, Gloucester county, N.B. (Not Grand Anse.)
- GRAND ETANG**; town, Inverness county, N.S. (Not Grande Etang.)
- Grand Lac du Commissaires.* See Thirty-one-mile

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- Grand Lake Jacques Cartier.* See Jacques Cartier.
- GRAND LAKE VICTORIA**; upper waters of Ottawa river, Pontiac county, Que.
- GRAND MANAN**; island, Charlotte county, N.B. (Not Menan.)
- Grand Manitoulin.* See Manitoulin.
- GRAND VALLEY**; creek, tributary to Bow river, Alta.
- GRANGER**; mountain, west of Coal lake, southern Yukon.
- GRANITE**; creek, flowing into Quiet lake, southeastern Yukon. —creek, tributary to Caribou creek, Kootenay district; also point, northwesterly extremity of Quadra island, Coast district; B.C. —lake, west of Smoothrock lake, Thunder Bay district, Ont.
- GRANT**; point, southwest point of Maitland island, Coast district; also peak, Hermit range, Selkirk mountains, Kootenay district; B.C.
- Grant.* See Dunn.
- GRANT CORNERS**; post office, Glengarry county, Ont. (Not Grant's Corners.)
- GRANTHAM**; shoals, southeast of Todman reef, Manitoulin island, Manitoulin district, Ont.
- Grant Land.* See Ellesmere.
- GRAPE**; island, in Muscote bay, northeast of Huff island, bay of Quinte, Prince Edward county, Ont.
- GRASETT**; railway station and township, Algoma district, Ont. (Not Grasset.)
- GRASS**; river, tributary to Nelson river, Keewatin and Sask.
- Grass.* See Kiskitto.
- GRASSIE**; village, Lincoln county, Ont. (Not Grassies nor Grasseys's Corners.)
- GRASSY**; point, in northeastern portion of Sophiasburg township, Prince Edward county, Ont.
- Grassy.* See Caldwell.
- Grassy River lake.* See Stanawan.
- GRATTON CORNERS**; post office, Prescott county, Ont. (Not Grattan Corner nor Gratton's Corner.)
- GRAVEL**; point, on eastern side of Great Duck island, Manitoulin district, Ont.
- GRAY**; mountain, north of lake Bennett, Yukon. —strait, at eastern entrance to Hudson strait, Ungava.
- GRAYS**; creek, flowing into Crawford bay, Kootenay lake, Kootenay district, B.C. (Not Greys.)
- GRAY WOLF**; mountain, north of the Valhalla mountains, Kootenay district, B.C.
- Great.* See Hamilton.
- GREAT BEAR**; lake and river, Mackenzie. (Not Bear nor Great Bear Lake river.)
- GREAT BEAVER**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- Great Bishop Roggan.* See Roggan.
- Great Black.* See Hecla.
- Great Bras d'Or.* See Bras d'Or.
- GREAT DUCK**; island, the largest of the Duck island group, Manitoulin district, Ont.
- Great Fish.* See Backs.
- Great Shemogus.* See Shemogue.
- Great Tusket.* See Tusket.
- GREECE POINT**, post village, Argenteuil county, Que. (Not Græca Point nor Greece's Point.)
- GREEN**; creek, branch of Sulphur creek, Indian river, Yukon. —mountain, southwest of Ross peak, Selkirk mountains, Kootenay district, B.C. —point, northeast extremity of Sophiasburg township, Prince Edward county; also point, north of Inner Duck island, Manitoulin district; Ont.
- Green.* See Victoria.
- GREENAN**; lake, Jones township, Renfrew county, Ont. (Not Greenan's.)
- GREENBUSH**; lake, southeast of L. St. Joseph, Thunder Bay district, Ont.
- GREENE**; island, northwest of Western Duck island, Manitoulin district, Ont. (Not Green's.)
- GREENE ISLAND**; harbour, Manitoulin island, Manitoulin district, Ont.
- GREENFIELD**; shoal, south of Turning island, at entrance to Georgian bay, Bruce county, Ont.
- GREENS**; glacier, in the Selkirk mountains, Kootenay district, B.C. (Not Green's.)
- Green's.* See Terminal.
- GREENOUGH**; bank, harbour, and point, southeast of Pine Tree harbour, Bruce county, Ont.
- GREENWOOD LAND**; at head of Frobisher bay, Franklin. (Not Greenwood's.)
- GREGG**; creek and lake, between Athabaska and Baptiste rivers, Alta. (Not Lower White Fish.)
- GREY**; island, north of Edward island and south of entrance to Black bay, Thunder Bay district, Ont.
- GREY GOOSE**; island, opposite the mouth of Big river, James bay, Ungava. (Not Gooses.)
- Greys.* See Grays.
- GRIBBELL**; island, between Ursula channel and Verney passage, Coast district, B.C.
- GRIFFIN**; bay, southwest shore Frobisher bay, Franklin.
- GRIMROSS**; islands, in St. John river, Queens county, N.B. (Not Grimrose.)
- GRIMSTHORPE**; lake, Grimsthorpe township, Hastings county, Ont. (Not Wolf.)

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**GRINNELL**; glacier, southwest shore of Frobisher bay; also peninsula, northwesterly portion of Devon island; Franklin. (Not Grinnell Land.)

*Grinnell Land.* See Ellesmere.

**GRIZZLY**; bluff, near the mouth of Teslin river, Yukon. (Not Grizzly Bear Bluff.) —mountain, in the Selkirks, Kootenay district, B.C.

*Groswater.* See Melville.

**GROVE**; island, northeast of Huff island, bay of Quinte, Prince Edward county, Ont.

**GRUNDY**; creek, east of Kootenay river, north of Steele, Kootenay district, B.C.

**GRYPHON**; lake, southwest of Wall-eye lake, Rainy River district, Ont.

**GUARD**; island, Southgate group, Queen Charlotte sound, Coast district, B.C.

*Guard.* See Gurd.

**GULL**; lake, east of Pelly lakes, Yukon.

*Gull.* See Cavalier.

*Gull.* See Ella.

*Gull.* See Mississagua.

**GUN**; lake, north of Nahlin river, Cassiar district, B.C.

**GUNAMITZ**; river, tributary to Restigouche river, N.B. (Not Gounamitz, nor Little Fork.)

**GUNN**; point, south of Douglas point, Bruce county, Ont.

**GUNTER**; lake, Cashel township, Hastings county, Ont. (Not Gunter's.)

**GUSTAVUS**; mountains, between Mayo lake and the valleys of Ladue and McQuesten rivers, Yukon.

**GUYSBOROUGH**; county and town, N.S. (Not Guysboro.)

**GWILLIAM**; mountain, north of Pyramid mountain, southern Yukon.

**GYRFALCON**; islands, south coast Ungava bay, Ungava.

**GURD**; island, Kitkatlah inlet, Coast district, B.C. (Not Guard.)

## H

**HABEL**; mountain, southwest of mount Collie, Rocky mountains, Kootenay district, B.C. (Not Hidden.)

*Habitants.* See Inhabitants.

**HACKETT COVE**; village, Halifax county, N.S. (Not Hackett's Cove.)

**HACKETT**; river, tributary to Shealay river, Cassiar district, B.C.

**HAECKEL**; hill, near the confluence of Lewes and Takhini rivers, Yukon.

**HAGGART**; creek, tributary to Johnston creek, McQuesten river, Yukon.

**HA HA**; bay, lake, and river, Chicoutimi county, Que. (Not Bay Ha Ha, nor Baie des Ha Ha.)

**HAIR CUTTING**; lake and river, at headwaters of St. Maurice river, Champlain county, Que.

**HALCRO**; mountain peak, east shore of Atlin lake, Cassiar district, B.C.

**HALCYON**; mountain and post office, east of Upper Arrow lake, Kootenay district, B.C. (Not Halcyon Hot Springs.)

**HALDANE**; mountain, near Mayo brook, Stewart river, Yukon.

**HALE**; creek, near south end of Taku arm of Tagish lake, Cassiar district, B.C.

**HALIBURTON**; lake, Harburn township, Haliburton county, Ont.

**HALL**; lake and river, west of Teslin lake, Cassiar district, B.C. and Yukon. (Not North river.) —mountain, west of Upper Arrow lake, Kootenay district, B.C. —peninsula, in the southeastern portion of the district of Franklin.

**HALLETT**; lake, on trail between Cheelatta and Fraser lakes, Cariboo district, B.C.

**HALSEY**; point, at the entrance to Douglas channel, Coast district, B.C.

**HALSTED**; islet, Shushartie bay, Goletas channel, northerly coast of Vancouver island, B.C. (Not Halstead.)

**HAMILTON**; island, in Ottawa river, Prescott county, Ont. (Not Great nor Large.)

*Hamilton.* See Rough.

**HAMMOND**; point, east of Jenkins point, Manitoulin island, Manitoulin district, Ont.

**HANBURY**; peak, east of mount Vaux, Rocky mountains, Kootenay district, B.C.

**HANCOCK**; hills, east of lake Laberge, Yukon.

*Hanging Hide.* See Leather.

**HANNAH**; bay, south end of James bay, Nipissing district, Ont. —point, South bay, Manitoulin district, Ont.

*Hannah Bay river.* See Harricanaw.

**HANSEN**; lake, east of Kootenay river, north of Steele, Kootenay district, B.C.

*Harbour.* See Rawson.

**HARMONY**; river, emptying into Harmony bay, east end of L. Superior, Algoma district, Ont. (Not Chippewa nor Harmonie.)

*Harmony.* See Jones.

**HAROLD**; mountain, on lower part of Stikine river, Cassiar district, B.C.

**HARPER**; mountain, in the Ogilvie range, north of Klondike river, Yukon.

**HARPER CORNERS**; post office, Wentworth county, Ont. (Not Harper's Corners.)

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- HARRICANAW**; river, emptying into Hannah bay (south end of James bay), Nipissing district, Ont. and Abitibi district, Que. (Not Hannah Bay river.)
- HARRIS**; creek, branch of Ophir creek, Indian river, Yukon. —lake, southwest of Manitou lake, Rainy River district; also point, Lambton county, Ont. (Not Blue.) —lake, southwest of Savant lake, Thunder Bay district, Ont.
- HARRISON**; post office, Stormont county, Ont. (Not Harrison's Corners.)
- HARRY**; lake, Lawrence township, Haliburton county, Ont. (Not Harry's.)
- HART**; mountain, near Sixtymile river, southwesterly from Dawson, Yukon.
- HARTS**; creek, tributary to Tahltan river, Cassiar district, B.C.
- HARWOOD PLAINS**; post office, Carleton county, Ont. (Not Hardwood Plains.)
- HASKIN**; creek, tributary to Ottetail river, Rocky mountains, Kootenay district, B.C.
- HÄSLER**; a peak of mount Dawson, Selkirk mountains, Kootenay district, B.C.
- HASTINGS**; county, and town in Northumberland county, Ont.
- HATCHAU**; lake, Hackett river, Cassiar district, B.C. (Not Macha.)
- HATTIN**; lake, near upper part of Koshin river, Cassiar district, B.C.
- HATTON**; headland, at south end Resolution island, Franklin. (Not Cape Best.)
- HAVEN**; cape, Clements Land, Franklin. (Not Siggia.)
- HAWK**; lake, and railway station, Rainy River district, Ont.
- HAWK CLIFF**; lake, west of Eagle lake, Rainy River district, Ont.
- HAWKESBURY**; island, north of Princess Royal and Gribbell islands, Coast district, B.C.
- HAWTREY**; town, Oxford county, Ont. (Not Hawtry.)
- HAY**; lake, Sabine township, Nipissing district, Ont.
- HAYES**; river, southeast of Nelson river, Keewatin. (Not Hay's, Hill, Steel, nor Trout.) This name is now applied to the whole river from the source of the Echimamish to Hudson bay. —peak and river, west of Teslin lake, Cassiar district, B.C.
- Hasel.* See Aberdeen.
- HASELTON**; town, at confluence of Bulkley and Skeena rivers, Cassiar district, B.C.
- Head of Jordan River.* See Jordan river.
- Head of St. Peter's Bay.* See St. Peter.
- HEALY**; lake, south of Kusawa lake, Yukon.
- HEART**; creek, east of Lower Arrow lake, Kootenay district; also mountains, east of Sheslay river, Cassiar district; B.C.
- HEATHCOTE**; lake, northwest of Barrington lake, Thunder Bay district, Ont.
- HEBDEN**; brook, flowing into Donorwic lake, Rainy River district, Ont. (Not Hebden's.)
- HECATE**; channel, connecting Esperanza inlet with Tahsis canal, Vancouver I.; also strait, between Queen Charlotte islands and the mainland, Coast district; B.C.
- Hecate.* See Raymond.
- HECLA**; island, in southern part of L. Winnipeg, Man. (Not Big, Big Black, nor Great Black.)
- HECTOR**; island, north shore of Hudson strait Franklin. (Not Khartum.) —lake, west of Manitou lake, Rainy River district, Ont. (Not Large Trout). —lake and mountain, Alta. (Not Bow lake nor Lower Bow lake.) —railway station, Kootenay district, B.C.
- HEIGHT-OF-LAND**; lake, northeast of Mattagami lake, Abitibi district, Que.
- HEIMDAL**; a spur of the Valhalla mountains, Kootenay district; B.C.
- HELA**; a peak of the Valhalla mountains, Kootenay district, B.C.
- HELEN**; lake, at headwaters of Bow river, Alberta. —point, Douglas channel, near Kitkiata, Coast district, B.C.
- HELMET**; mountain, southeast of mount Goodair Rocky mountains, Kootenay district, B.C.
- Hemlock.* See Mackay.
- HENDERSON**; creek, tributary to Yukon river, below Stewart river, Yukon. —harbour, south of Crooks inlet, Hudson strait, Franklin. —lake north of Uchucklesit harbour, Barkley sound, Vancouver island, B.C. (Not Anderson.)
- HENNIGAR**; brook and post village, Hants county, N.S. (Not Weir or Hennigar brook, Joshua Hennigar brook, nor Northfield.)
- HENRIETTA**; creek, tributary to Last-chance creek, a branch of Hunker creek, Yukon.
- HENSLEY**; bay, south shore of Manitoulin island, Manitoulin district, Ont.
- HERBERT CORNERS**; post office, Carleton county, Ont. (Not Herbert's Corners.)
- HERMIT**; glacier, mountain, and range of mountains, in the Selkirks, Kootenay district, B.C.
- HERSCHELL**; island, west of Cockburn island and northeast of Kitchener island, Manitoulin district, Ont.
- HESTER**; creek, branch of Hunker creek, Yukon.
- Hewson.* See Hughson.
- HIBBEN**; island, between Inakip and Moore channels, Moresby island, Queen Charlotte group, Coast district, B.C. (Not Kuper.)
- Hidden.* See Habel.

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- High.* See Emma.
- HIGH FALL;** creek, tributary to Koksoak river, Ungava.
- Highpound.* See Buffalo Pound.
- HIGHVIEW;** P. O., south of Broadview, Sask. (Not High View.)
- HIGHWOOD;** river, tributary to Bow river, Alta. (Not High.)
- HILDA;** a peak of the Valkyr mountains, Kootenay district, B.C.
- HILL;** cove, northeast of Prince Rupert, Coast district, B.C. —lake, east of Kakagi lake, Rainy River district, Ont. —lake, on Minago river, Keewatin.
- Hill.* See Hayes.
- HILLFARM;** P. O., north of Wolseley, Sask. (Not Hill Farm.)
- HILLHEAD;** village, Argenteuil county, Que. (Not Hill Head.)
- HINCHINBROOK;** township, Huntingdon county, Que. (Not Hinchinbrooke.)
- HINTON;** mountain, Gustavus group, Yukon.
- HIPPA;** island, west of Graham island, Queen Charlotte islands, Coast district, B.C. (Not Nesto.)
- HITCHCOCK;** creek, flowing east into Teslin lake, Cassiar district, B.C.
- HOBSON;** island, in Mahone bay, Lunenburg county, N.S. (Not Hobson's Nose.)
- Hockstall.* See Ecstall.
- HODER;** creek, tributary to Little Slokan river, Kootenay district, B.C.
- HODNETT;** mountain, northwest of the "big bend" of Wheaton river, southern Yukon.
- HOFFMANN;** mountain, on south branch of Sheep river, Alta.
- Hog.* See O'Neil.
- Hogarth.* See Cumberland.
- HOGG;** creek, tributary to Moyle river, Kootenay district, B.C.
- HOGGAN;** lake, near Dodd narrows, east coast of Vancouver island, B.C.
- Hols.* See Wanipigow.
- HOLLAND;** bank, Oyster harbour, east coast of Vancouver island, B.C.
- Holland.* See Cascumpeque.
- Holmes.* See Home.
- HOMAN;** river, discharging into lake Bennett, Cassiar district, B.C.
- HOME;** bay, in northern end of Princess Royal island, Coast district, B.C. (Not Holme's). — islands, Coronation gulf, Mackenzie. (Not Sir E. Home's.)
- HOODOO;** valley, near Leancoill, Kootenay district, B.C.
- HOOKE;** pass, at the head of St. Mary river, Kootenay district, B.C.
- HOOLE;** canyon and river, upper part of Pelly river, Yukon.
- HOOPLE;** creek, flowing into the St. Lawrence, at Dickinson Landing, Stormont county, Ont. (Not Hoople's, Hoopole, nor Hoopple.)
- Hootalingua.* See Teslin.
- HOPES ADVANCE;** bay, west coast of Ungava bay, Ungava.
- HOPES ADVANCE;** cape, south shore of Hudson strait, Ungava. (Not Cape of Hopes Advance nor Prince Henry Foreland.)
- Hopewell Corner.* See Albert.
- HOPKINS;** bay and point, east of Baptist island, Bruce county, Ont. —lake, southeast of Aishihik lake, Yukon. —point, Devastation channel, Coast district, B.C.
- HORN;** cape, east side of Upper Arrow lake, Kootenay district, B.C.
- Horn.* See Beatrice.
- HORSE;** creek, tributary to Bow river, Alta. — point, in eastern part of Ameliasburg township, Prince Edward county, Ont.
- HORSESHOE;** bay, west side of Great Duck island, Manitoulin district, Ont. —glacier, south of mount Lefroy, Alta.
- Horse Shoe.* See Chemainus.
- HORSFALL;** island, between Campbell and Dufferin islands, Coast district, B.C.
- HORSWELL;** channel, northern approach to Departure bay, east coast of Vancouver island, B.C. (Not Inner.)
- HORTON;** point, north of Kincardine, Bruce county, Ont.
- HOTAILUH;** mountains, between Stikine and Tazilla rivers, Cassiar district, B.C.
- HOUGHTON;** lake, southwest of Kashaweogama lake, Thunder Bay district, Ont.
- HOUSE;** mountain, between Driftpile and Inverness rivers, south of Lesser Slave lake, central Alberta.
- Houston.* See Hughson.
- HOUSTOUN;** passage, between Admiral, Kuper and Narrow islands, strait of Georgia, New Westminster district, B.C. (Not Houston.)
- HOWSE;** pass, Rocky mountains, Alta. and Kootenay district, B.C. (Not House.)
- HUBBARD COVE;** village, Halifax county, N.S. (Not Hubbard's Cove.)
- HUBER;** mountain, near mount Victoria, Rocky mountains, Kootenay district, B.C.
- Huckstall.* See Ecstall.



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- HUDSON**; bay and strait. (Not Hudson's.)
- HUFF**; island, in Muscote bay, bay of Quinte, Prince Edward county, Ont. (Not Huff's.)
- HUGH**; mountain, east of lake Evans, Abitibi district, Que.
- HUGHES**; brook, flowing into Barritt bay, Eagle lake, Rainy River district, Ont. (Not Hughes creek). —range of mountains, east of Kootenay river, Kootenay district, B.C.
- HUGHSON**; bay, east of Providence bay, Manitoulin island, Manitoulin district, Ont. (Not Hewson, Houston, nor Huston.)
- HUMBOLDT**; electoral district, post office, and railway station, Sask. (Not Humbolt.)
- HUNGABEE**; glacier and mountain, Bow range, Alta. and Kootenay district, B.C.
- HUNGERFORD**; point, on the southern portion of Manitoulin island, Ont.
- HUNGRY**; bay, northeast side of Big bay, bay of Quinte, Ont. —peak, at head of St. Mary river, Kootenay district, B.C.
- HUNKER**; creek, tributary to Klondike river, Yukon.
- HUNS VALLEY**; village, Macdonald electoral district, Man. (Not Hun's Valley.)
- HUNTER**; mountain, north of Palliser station, Kootenay district, B.C.
- HUNTRESS**; reef, southwest of Johnston point, Bruce county, Ont.
- HURD**; cape, most westerly point of Bruce county, Ont. Cape Hurd channel is west of the cape. —mountain and pass, in the Ottertail range of the Rockies, Kootenay district, B.C.
- HURDMAN**; post office, Carleton county, Ont. (Not Hurdman's Bridge.)
- HURRICANE**; river, tributary to Nakina river, Cassiar district, B.C.
- HUSTEN**. See *Hughson*.
- HUTCHISON**; creek, emptying into the east side of Lower Arrow lake, Kootenay district, B.C.
- HUTSHI**; lakes, west of lake Laberge, Yukon.
- HUTSHIKU**; bluff, on Lewes river, below Rink rapid, Yukon.
- HUTSIGOLA**; lake, south of Teslin lake, Cassiar district, B.C. (Not Hutsigula.)
- HUTSTALL**. See *Ecstall*.
- HYLAND**; hill, east of Hutsigola lake, Cassiar district, B.C.
- HYNDMAN**; bay, at southwestern end of Cockburn island, Manitoulin district, Ont. (Not Sand.)
- ICE**; river, tributary to Beaverfoot river, Kootenay district, B.C. —portage, on the lower part of Nottaway river, below Kitchigama river, Que.
- ICY**; cove, east of North bay, Hudson strait, Franklin.
- ICE-CAP**; mountain, on lower part of Stikine river, Cassiar district, B.C. (Not Ice-capped.)
- ICELANDIC**; river, emptying into lake Winnipeg, Man. (Not Icelanders.)
- IKEDA**; bay, southeast of Skincuttle inlet entrance, southeast coast of Morseby island, Queen Charlotte group, Coast district, B.C.
- ILE-AUX-NOIX**; post office, St. Johns county, Que. (Not Isle aux Noix.)
- ILE PERROT**; post office, Vaudreuil county, Que. (Not Isle Perrot.)
- Iles de Bois*. See *Morris*.
- ILLECILLEWAET**; glacier, mining division, river, and town, Kootenay district, B.C. (Not Illicilliwaet, Illecilliwaet, nor Illicillewaet.)
- ILLES**; brook, emptying into Frances lake, Yukon. (Not Il-es-too-a.)
- IMPERIEUSE**; rock, Nanoose harbour, east coast of Vancouver island, B.C.
- INCOMAPLEUX**; river, emptying into Upper Arrow lake, Kootenay district, B.C. (Not Fish.)
- INDEPENDENCE**; creek, tributary to Stewart river, Yukon.
- INDIAN**; brook, flowing into St. Ann bay, Victoria county, N.S. —island, northeast of Murray canal entrance to the bay of Quinte, Prince Edward county; also harbour, point, and reef, south of Fitzwilliam island, Manitoulin district, Ont. —river, tributary to Yukon river, south of Klondike river, Yukon.
- Indian*. See *Pleasant*.
- Indian Pear Island*. See *Saskeram*.
- INGALL**; lake, southwest of Wabigoon lake, Rainy River district, Ont.
- INGERSOLL**; mountain, west of Columbia river, Kootenay district, B.C.
- INGONISH**; bay, river, and town, Victoria county, N.S. (Not Inganish nor Niganishe.)
- INGRAM**; mountain, north of Kusawa lake, Yukon.
- Ingraham*. See *Louis*.
- INHABITANTS**; river, Richmond county, N.S. (Not Habitants.)
- INKLIN**; river, tributary to Taku river, Cassiar district, B.C.
- INKSTER**; rock, at S. Baymouth, Manitoulin island, Manitoulin district, Ont.
- Innarulligang*. See *East Bluff*.
- Inner*. See *Horswell*.
- ICARUS**; point, Nanoose harbour, east coast of Vancouver island, B.C.

## I

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**INNER DUCK**; island, northeastern island of the Duck island group, Manitoulin district, Ont.

**INONOAKLIN**; creek, west of Lower Arrow lake, Kootenay district, B.C. (Not Sanderson.)

**INUKSHILIGALUK**; point, south coast Ungava bay, Ungava. (Not Big Rock.)

**INUKSHUKTUYUK**; point, south coast Ungava bay, Ungava. (Not Beacon.)

**INVERHURON**; bay and village, Bruce county, Ont.

**INVERNESS**; river, tributary to Swan river, south of Lesser Slave lake, central Alberta.

**IOSEGUN**; lake and river, tributary to Little Smoky river, Alta. (Not Attim Segoun nor Io-se-gun.)

*Ippervash*. See Kettle.

**IRISHMAN**; creek, tributary to Moyie river, Kootenay district, B.C.

**IRVING**; bay, Crooks inlet, Hudson strait, Franklin.

**ISAAC HARBOUR**; town, Guysborough county, N.S. (Not Isaac's Harbour.)

**ISABELLA**; lake, northeast of Peyto lake, Alta.

**ISERHOFF**; river, emptying into Waswanipi lake, Abitibi district, Que.

**ISHMANIKUAGAN**; lake, Saguenay county, Que. (Not Ichimanicugan nor Ishimanicugan.)

*land*. See Ashby.

*Island lake*. See Isle lake.

**ISLANDS**; lake of, southeast of Abitibi lake, Pontiac county, Que.

**ISLE**; lake, west of St. Ann, Alta. (Not Island lake.)

**ISLET**; point, southwesterly extremity of Sonora island, Coast district, B.C.

*Isle of coves*. See Cove.

*Isnor*. See Eisner.

**ISOLATED**; peak, at head of Yoho valley, Rocky mountains, Kootenay district, B.C. (Not Insulated nor Lonely.)

*Ithenotosquan*. See Elbow.

**ITTIMENOKTOK**; cape, east shore of Ungava bay, Ungava.

**IVAN**; point, Manitoulin island, east of Burnt island, Manitoulin district, Ont.

## J

**JACK**; lake, Burleigh township, Peterborough county, Ont. (Not Jack's). —point, at south entrance to Nanaimo, New Westminster district, B.C. (Not Jack's nor Sharp.)

**JACKHEAD**; island, lake, and river, north of Fisher bay, lake Winnipeg, Man. (Not Jack-Head.)

*Jackman*. See Pritaler.

*Jackson*. See Robertson.

**JACKSTRAW**; lighthouse and shoal, St. Lawrence river, west of Gananoque, Leeds county, Ont. (Not Jack Straw.)

**JACOB**; creek, tributary to Bow river, Alta. — island, at entrance to Rupert bay, James bay, Ungava. (Not Wood.)

**JACQUES CARTIER**; lake and river, Montmorency county, Que. (Not Grand Lake Jacques Cartier.)

**JAMES**; cape, north shore of Hudson strait, Franklin. —island and reef, between Fitzwilliam and Yeo islands, Georgian bay, Manitoulin district, Ont.

*James Ross*. See Ross.

**JAMIESON**; lake, Dungannon township, Hastings county, Ont. (Not Jamieson's.)

*Jamieson's*. See Egan.

**JANET**; lake, between Stewart river and Mayo brook, Yukon.

**JANVRIN**; island, and Janvrin Harbour post office, Richmond county, N.S. (Not Jauvrin's Harbour P. O.)

**JARVIS**; bay, island, point, river, and rock, Thunder Bay district, Ont. (Not Turtle point.) —lake, between Athabaska and Baptiste rivers, Alta. (Not Upper White Fish.)

*Jauvrin*. See Janvrin.

*Jean de Terre*. See Gens de Terre.

**JEAN-PIERRE**; bay and point, southwest of Sturgeon bay, north shore of L. Superior, Thunder Bay district, Ont.

**JENKINS**; point, east of Providence bay, Manitoulin island, Manitoulin district, Ont.

**JENNIE GRAHAM**; shoal, the most southerly shoal off Great Duck island, Manitoulin district, Ont.

**JENNINGS**; river, emptying into southern portion of Teslin lake, Cassiar district, B.C. (Not Fifteen-mile.)

**JENSEN**; creek, tributary to Dominion creek, Indian river, Yukon.

*Jesup Land*. See Ellesmere.

**JIM**; creek, tributary to Yukon river, below Indian river, Yukon.

**JOAN**; point, near Dodd narrows, east coast of Vancouver island, B.C.

**JOASSA**; channel, between Dufferin and Horsfall islands, Coast district, B.C.

**JOCKVALE**; post office, Carleton county, Ont. (Not Jock Vale.)

**JOEL**; river, tributary to Klondike river, Yukon.

**JOGGINS**; village, Cumberland county, N.S. (Not Joggin Mines, South Joggins, nor South Joggings.)

**JOHN**; river, also River John P. O., Pictou county, N.S.

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- JOHNSON**; lake, Havelock township, Haliburton county, Ont. (Not Johnson's). —range of mountains, between Atlin lake and O'Donnel river, Cassiar district, B.C.
- JOHNSTON**; creek, tributary to McQuesten river, Yukon. —creek, west of Lower Arrow lake, Kootenay district, B.C. —harbour and point, southeast of Porcupine point, Bruce county, Ont.
- JOHNSTON CORNERS**; post office, Carleton county, Ont. (Not Johnston's Corners nor Johnstone's Corners.)
- JOLICŒUR**; village, Westmorland county, N.B. (Not Jolicure.)
- JOLI HEAD**; headland, Queens county, N.S. (Not Jolie Head.)
- JONES**; creek, emptying into Batchawana bay, east end of L. Superior, Algoma district, Ont. (Not Harmony river.) —shoal, south of Labrador reef and southwesterly from Belanger point, Manitoulin district, Ont.
- JORDAN**; lake and river, Hastings county, Ont. —river, flowing into Frobisher bay, Franklin. —river, tributary to Columbia river, near Revelstoke, Kootenay district, B.C.
- JORDAN HARBOUR**; post office, Lincoln county, Ont. (Not Jordan Harbor.)
- JORDAN RIVER**; village, Shelburne county, N.S. (Not Head of Jordan River.)
- JORKINS**; point, at southeast entrance to Finlayson channel, Coast district, B.C. (Not Dawkins.)
- JOSEPH**; creek, tributary to St. Mary river, Kootenay district, B.C.
- Joshua Hennigar.* See Hennigar.
- Joy**; bay, south shore of Hudson strait, Ungava.
- JUBILEE**; island, north shore of Hudson strait, Franklin. —mountain, near north end of Atlin lake, Yukon.
- JULIAN**; point, east of Chorkbak inlet, north shore of Hudson strait, Franklin.
- JUMPING DEER**; creek, tributary to Qu'Appelle river, Sask. (Not Jumpingdeer.)
- JUMPING POND**; creek, tributary to Bow river, Alta. (Not Jumping Pond.)
- JUNCTION**; mountain, on south branch of Sheep river, Alta.
- JUNNUSUKSOAK**; inlet, east shore of Ungava bay, Ungava.
- JUNO**; point, south of Pine Tree harbour, Bruce county, Ont.
- JUPITER**; river, south side of Anticosti island, Saguenay county, Que. (Not Observation.)
- Jupiter.* See Shallop.
- K**
- KABAGUKSEI**; lake, south of Sasakwei lake, Rainy River district, Ont. (Not Mud.)
- KABAKWA**; lake, Stanhope township, Haliburton county, Ont. (Not Kah-bah-bah-quah.)
- KABANIA**; lake, west of Attawapiskat lake, Keewatin.
- KABISTACHUAN**; bay, in the southern portion of lake Mistassini, Mistassini district, Que. (Not Cabistachuan.)
- Kabitustigweiak.* See Butler.
- KABONA**; lake, south of Matchimanito lake, Abitibi district, Que.
- KAGIANAGAMI**; lake, north of Ogoki river, Thunder Bay district, Ont.
- Kag-ish-a-bog-a-mog.* See Kasshabog.
- KAGIWOSA**; lake, east of Dinorwic lake, Rainy River district, Ont.
- KAHA**; creek, tributary to Koshin river, Cassiar district, B.C. (Not Kahak.)
- Kah-bah-bah-quah.* See Kabakwa.
- Kah-shah-gah-wig-e-mog.* See Kashagawi.
- KAHTATE**; river, tributary to lower part of Stikine river, Cassiar district, B.C.
- Kahuch.* See Katonche.
- Kahwambejewagamoq.* See Kawagama.
- KALASHKOMIN**; lake, north of Wabigoon lake, Rainy River district, Ont. (Not Bad Rice.)
- KAIEN**; island, Prince Rupert harbour, Coast district, B.C. (Not Kai-en.)
- KAIETE**; point, at east entrance to Lama passage, Coast district, B.C. (Not Calete, Ki-ette, nor Kyeet.)
- Kaijick Manitou.* See Baptiste.
- Kains.* See Cain.
- KAJAKANIKAMAK**; lake, southeast of Abitibi lake, Pontiac county, Que.
- Kajoualwang.* See Najwalwank.
- KAKABONGA**; lake and river, east of Grand lake Victoria, Pontiac county, Que. (Not Kakebonka)
- KAKAGI**; lake, east of Sabaskong bay, lake of the Woods, Rainy River district, Ont. (Not Crow.)
- KAKASHE**; river, tributary to Kapitachuan river, Montcalm county, Que.
- Kakebonka.* See Kakabonga.
- KAKETSA**; mountain, south of Egnell, Cassiar district, B.C. (Not Koketsa.)
- KAKINNOEHANS**; lake, near Manitou lake, Rainy River district, Ont.
- KAKUCHUYA**; river, tributary to Dudidontu river, Cassiar district, B.C.
- KAKUT**; lake and river, in the Birch hills, south of Dunvegan, Alta. (Not Ka-koot.)
- Ka-lik-took-duag.* See Crooks.

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- KALEAS;** lake, between Macmillan and Stewart rivers, Yukon.
- KAMA;** bay and railway station, Nipigon bay, Thunder Bay district, Ont. (Not Mazokama.)
- KAMACHIGAMA;** lake, and river tributary to the upper Ottawa, Montcalm county, Que.
- KAMANATOGAMA;** lake, southeast of Saganaga lake, Rainy River district, Ont.
- KAMANISKEG;** lake, Bangor township, Hastings county, Ont.
- KAMINISTIKWIA;** river and railway station, Thunder Bay district, Ont. (Not Kaministiquia.)
- KAMINNASSIN;** lake, south of Dinorwic lake, Rainy River district, Ont.
- Kaminnaweiskagwok.* See Minnaweiskag.
- KAMINNI;** lake, northwest of Manitou lake, Rainy River district, Ont. (Not Kaminneseipekok.)
- KAMITSGAMAK;** lake, on Ribbon river, upper St. Maurice river, Champlain county, Que.
- KAMONGUS;** lake, near Manitou lake, Rainy River district, Ont. (Not Canoe.)
- KAMPIGUKAKATOKA;** river, tributary to Migiskan river, Abitibi district, Que.
- KAMSHIGAMA;** lake and river, north of Shabogama lake, Abitibi district, Que.
- KANANASKIS;** lakes and river, tributary to Bow river P. O., Ry. sta., and range of mountains, Alta.; also pass, Alta. and B.C.
- Kangerlung.* See Newell.
- Kangerthialuksoak.* See George.
- KANIAPISKAU;** river, tributary to Koksoak river, Ungava. (Not Wauguash.)
- Kaniapiskau* See Keniapiskau.
- KANIKAWINIKIA;** lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kaniquonika nor Kanekequaneka.)
- KANIMITTI;** river, flowing into Shoshokwan river tributary of the upper Ottawa, Pontiac county, Que. (Not Kanimittikoshkwa.)
- KANISH;** bay, south of Granite point, Quadra island, Coast district, B.C. (Not Cahnish.)
- KANOTAUKAU;** lake, at headwaters of Rupert river, Mistassini district, Que.
- KANUCHUAN;** river, tributary to upper Winisk river, Keewatin.
- KANUS;** river, tributary to St. Croix river, Charlotte county, N.B. (Not Canous nor Canouse.)
- KANUSIO;** lake, and river tributary to Kekek river, Abitibi district, Que.
- KAOSKIKAMAK** lake and river, southeast of Manitou lake, Rainy River district, Ont.
- KAOSKAUTA;** lake, northwest of Manitou lake, Rainy River district, Ont. (Not Kaoskowlakok.)
- KAPEMITCHIGAMA;** lake, at the sources of Ottawa river, Joliette county, Que. (Not Kapemetchigama.)
- KAPESAKOSI;** lake, west of Manitou lake, Rainy River district, Ont. (Not Kapesakosikok.)
- KAPIKITEGOITCH;** lake, headwaters of Ashuapmucuan river, Chicoutimi county, Que.
- KAPISKAU;** river, north of Albany river, Keewatin. (Not Ka-pis-cow nor Kaypiscow.)
- KAPITACHUAN;** lake, and river tributary to the upper Ottawa river, Berthier, Joliette, Maskinonge, Montcalm and Pontiac counties, Que. (Not Kapitashewinna nor Kapitajewin.)
- KAPITAGAMA;** lake, southeast of Abitibi lake, Pontiac county, Que.
- KAPITSWE;** lake, at headwaters of St. Maurice river, Champlain county, Que.
- KAPKICHI;** lake, north of L. St. Joseph, Keewatin.
- KAPOSVAR;** creek, tributary to Qu'Appelle river, Sask. (Not Little Cutarm.)
- Karmutsen.* See Nimpkish.
- KASAGIMINNIS;** lake, north of L. St. Joseph, Keewatin.
- KASHAGAWI;** lake, Stanhope township, Haliburton county, Ont. (Not Kah-shah-gah-wig-e-mog.)
- KASHAGAWIGAMOG;** lake, Dysart township, Haliburton county, Ont.
- KASHAWEOGAMA;** lake, southwest of Savant lake, Thunder Bay district, Ont.
- KASKAWULSH;** river, tributary to Alsek river, southwestern Yukon. (Not O'Connor.)
- KASSHABOG;** lake, Methuen township, Peterborough county, Ont. (Not Kag-ish-a-bog-a-mog.)
- KATE;** point, at upper end of Lower Arrow lake, Kootenay district, B.C.
- KATES NEEDLE;** mountain, near Stikine river, opposite Porcupine creek, Cassiar district, B.C.
- KATHAWACHAGA;** lake, south of Coronation gulf, Mackenzie. (Not Cathawachaga.)
- KATHERINE;** lake, on Lady Evelyn river, below Grays river, Nipissing district, Ont. —lake, at headwaters of Bow river, Rocky mountains, Alta.
- KATINA;** creek, tributary to Silver Salmon river, Cassiar district, B.C.
- KATONCHE;** lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kahuch.)
- KATRINA;** creek, tributary to White river, Yukon.
- KATTAKTOK;** cape, east shore Ungava bay, Ungava.
- Katulok.* See Charles.
- KAWAGAMA;** lake, Sherborne township, Haliburton county, Ont. (Not Kahwambejewagamog.)
- Kawakashkagama.* See Kawashkagama.

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- KAWASACHUAN**; lake and river, near Grand L. Victoria, Pontiac county, Que. (Not Kawasajewan nor Kawassajewan.)
- KAWASHEGAMUK**; lake, southeast of Dinorwic lake, Rainy River district, Ont. (Not Long.)
- Kawasheibemagagamat.** See Washeibemaga.
- KAWASHKAGAMA**; lake and river, north of Long lake, Thunder Bay district, Ont. (Not Kawakashkagama.)
- KAWASKISIGAT**; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Kawasigisuegat.)
- KAWASTAGUTA**; bay, at the northerly end of Grand lake Victoria, Pontiac county, Que.
- KAWAWEOGAMA**; lake, northeast of Seseganaga lake, Thunder Bay district, Ont.
- KAWAWIA**; lake, southeast of Manitou lake, Rainy River district, Ont. (Not Oval.)
- Kawawiagamak.** See Wawia.
- Kaypiscow.** See Kapiiskau.
- KAZABAZUA**; river and village, Aylwin township, Ottawa county, Que. (Not Kasubazua nor Kasubazua.)
- KEDGWICK**; river, Restigouche county, N.B. (Not Kedgewick nor Quatawamkedgewick.)
- Keejim-Kujie.** See Fairy.
- Keepewa.** See Kipawa.
- KEGLO**; bay, east shore Ungava bay, Ungava.
- KEKEK**; river, tributary to Migiskan river, Abitibi district, Que.
- KEKEKO**; lake, southeast of Abitibi lake, Pontiac county, Que.
- KEKEKWA**; lake, near Eagle lake, Rainy River district, Ont.
- KEKEO**; river, tributary to Manuan river, upper St. Maurice river, Champlain county, Que.
- KEKKEKWABI**; lake, Stanhope township, Haliburton county, Ont. (Not Cay-ka-quah-be-kung.)
- KELVIN**; lake, an expansion of Nottaway river, Abitibi district, Que.
- KELVINGROVE**; post office, Huntingdon county, Que. (Not Calvin Grove nor Kelvin Grove.)
- KEMPT**; lake, St. Maurice county, Que. (Not Wabaskoutyunk.)
- KEMPTOWN**; village, Colchester county, N.S. (Not Kempt Town.)
- KENEMICH**; river, emptying into lake Melville, Ashuanipi district, Que. (Not Kenemichic.)
- KENIAPISKAU**; lake, north of Opatawaga lake, Abitibi district, Que. (Not Kanlapiskau.)
- KENNABUTCH**; lake, east of Dinorwic lake, Rainy River district, Ont. (Not Kennabuch.)
- Ken-ne-big.** See Kennibik.
- Ken-ne-ses.** See Kennisia.
- KENNEWAPEKKO**; lake, south of Saganaga lake, Rainy River district, Ont.
- KENNIBIK**; lake, Dudley township, Haliburton county, Ont. (Not Ken-ne-big.)
- KENNICOTT**; lake, at head of Hackett river, Cassiar district, B.C.
- KENNISIS**; lake, Havelock township, Haliburton county, Ont. (Not Ken-ne-ses.)
- KENNY**; lake, west of lake Tempest, Thunder Bay district, Ont.
- KENOGAMI**; river, tributary to Albany river, Algoma and Thunder Bay districts, Ont.
- Kenogamisses.** See Larch.
- KENOZHE**; lake, south of Machawaian lake, Keewatin. — lake, north of Dinorwic lake, Rainy River district, Ont. (Not Kinoje.)
- KERNERTUT**; cape, southeast shore Ungava bay, Ungava.
- KERR**; mountain, President range, Rocky mountains, Kootenay district, B.C.
- KERSET**; point, at northerly end of Maitland island, Douglas channel, Coast district, B.C.
- KESHKABUON**; island, Thunder Bay district, Ont. (Not Caribou.)
- KESTREL**; rock, at entrance to Prince Rupert harbour, Coast district, B.C.
- KETCH**; harbour and head, also Ketch Harbour post settlement, southwest of entrance to Halifax harbour, Halifax county, N.S. (Not Catch harbour and head, nor White or Catch Harbour head.)
- Ketchacum.** See Catchacoma.
- KETCHUM**; lake, northeast of Egnell, Cassiar district, B.C.
- KETTLE**; point, and reef extending north from Kettle point, Lambton county, Ont. (Not Ipperwash.)
- KETZA**; river, tributary to Pelly river, above Ross river, Yukon. (Not Kitza.)
- KEWAGAMA**; lake, southeast of Abitibi lake, Pontiac county, Que.
- Khartum.** See Hector.
- KIASK**; river, south of Kamshigama river, Abitibi district, Que.
- Kickendatch.** See Kikendatch.
- KICKING HORSE**; pass, and river tributary to Columbia river, Kootenay district, B.C. (Not Wapta river.)
- KID**; creek, tributary to Goat river, Kootenay district, B.C.
- Ki-ette.** See Kaiete.
- KIEMAWISK**; lake, southwest of Shabogama lake, Abitibi district, Que.

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- KIKENDATCH**; Indian village, upper St. Maurice river, Champlain county, Que. (Not Kirken-datch nor Kikendatch.)
- KILDALA**; arm, near Kitimat arm, Coast district, B.C.
- KILLARNEY**; village, on west side of Lower Arrow lake, Kootenay district, B.C.
- KILPATRICK**; mountain, Purity range, Selkirk mountains, Kootenay district, B.C.
- KILVERT**; lake, south of Hawk lake, Rainy River district, Ont.
- KIMBALL**; lake, Livingstone township, Haliburton county, Ont. (Not Kimball's.)
- KIMMEWIN**; lake, southwest of Schist lake, Rainy River district, Ont.
- KINAHAN**; islands, south of Digby island, Chatham sound, Coast district, B.C. (Not Kinnahan.)
- KINCARDINE**; town, Bruce county, Ont.
- KING**; mountain, northwest of Ottertail station, Kootenay district, B.C.
- KINGCOME**; inlet and mountains, west of Knight inlet, also point at northern end of Princess Royal island; Coast district, B.C. (Not Kingcombe.)
- KING GEORGE**; sound, south shore of Hudson strait, Ungava.
- KINGHAM**; river, Argenteuil county, Que. (Not Kingsey.)
- King Oscar Land*. See Ellesmere.
- KINGSCOTE**; lake, Bruton township, Haliburton county, Ont.
- Kingsey*. See Kingham.
- Kingston*. See Rexton.
- KING WILLIAM**; island, southwest of Boothia peninsula, Franklin. (Not King William Land.)
- KINNICKONESHIP**; lake, near Manitou lake, Rainy River district, Ont. (Not Black Sawbill.)
- KINNTU**; lake, Rainy River district, Ont.
- KINOJEVIS**; lake, and river tributary to the upper Ottawa, Pontiac county, Que. (Not Kinojevis-kaskatik.)
- Kinoje*. See Kenoshe.
- KINONGE**; river, Petite Nation seigniory, Ottawa county, Que. (Not Salmon.)
- KINTAIL**; village, south of Clark point, Huron county, Ont.
- KIPAWA**; P. O., lake, and river, Pontiac county, Que. (Not Keepawa nor Kippewa.)
- KIPLING**; reef, west of Middle Duck island, Manitoulin district, Ont.
- KIRK**; island, in the northerly portion of lake Evans, Abitibi district, Que.
- Kirkendatch*. See Kikendatch.
- KIRK FERRY**; village, Hull township, Ottawa county, Que. (Not Kirk's Ferry.)
- KISKITTO**; lake, north of L. Winnipeg, Keewatin. (Not Grass nor West Niskitogisew.)
- KISKITTOGISTU**; lake, north of L. Winnipeg, Keewatin. (Not Big Reed nor Niskitogisew.)
- Kiskopkechewans*. See Minnehaha.
- KISPYOX**; river, tributary to Skeena river, above Hazelton, Cassiar district, B.C. (Not Kispyox nor Kis-py-ox.)
- KISSEYNEW**; lake, south of Kississing lake, Keewatin. (Not Lobstick.)
- KISSISSING**; lake, and river tributary to Churchill river, Keewatin. (Not Cold, Kissisino, nor Takipy.)
- KITCHENER**; island, west of Cockburn island, Manitoulin district, Ont. (Not Little Cockburn.) —railway station, Kootenay district, B.C.
- KITCHIGAMA**; river, tributary to Nottaway river, Abitibi district, Que. (Not Michagama.)
- Kitigtung*. See Lady Franklin.
- KITIMAT**; arm and post office, north of Douglas channel, Coast district, B.C. (Not Kitamaat.)
- KITIWIIT**; shoal, southwest of Prospect, N.S. (Not Kittee Wittee.)
- KITKIATA**; Indian village, at Douglas channel, Coast district, B.C. (Not Kit-kia-tah.)
- KITTY**; shoal, south of Great Duck island, and southwesterly from Mary shoal, Manitoulin district, Ont.
- Kitsa*. See Ketza.
- KIWANZI**; brook, tributary to Burntwood river, Keewatin.
- KIWETINOK**; pass, peak, river, and valley, north of Beavertail river, Rocky mountains, Kootenay district, B.C. (Not mount Kauffman, Wilson pass, nor Whympier pass.)
- Kla-anch*. See Nimpkish.
- KLATSA**; river, tributary to Frances river, Yukon. (Not Klatsatooa.)
- KLEMTU**; passage and Indian village, Coast district, B.C. (Not Klemtoo nor China Hat.)
- KLEWI**; river, tributary to Little Buffalo river, south of Great Slave lake. (Not Tesse-Clewee.)
- KLOKHOK**; river, tributary to Takhini river, Yukon.
- KLONDIKE**; village, and river tributary to Yukon river, Yukon. (Not Klondyke, Clondyke, nor Thronduick.)
- KLOOTCHMAN**; canyon, on Stikine river, south of Clearwater river, Cassiar district, B.C. (Not Kluchman.)
- KLOTASSIN**; river, tributary to White river, Yukon.
- KLOZE**; mountain, near Tatonduk river, Yukon.
- KLUANE**; lake and river, in southwestern Yukon. (Not Kluahne.)

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- KLUHINI**; river, flowing out of lake Frederick into lake Desadeash, Yukon.
- KLUKSHU**; lake, and river tributary to Aleek river, Yukon.
- KNEEHILL**; P. O. east of Innisfail station, Alta. (Not Knee Hill Valley.)
- KNEEHILLS**; creek, tributary to Red Deer river, Alta. (Not Knee Hills.)
- KNEELAND**; bay, southwest shore Frobisher bay, Franklin.
- KNIFE**; islands, west of Shute point, Bruce county, Ont.
- Knight**. See Descanso.
- KOAK**; islands and stream, St. John river, York county, N. B. (Not Coac nor Coak.)
- KOBERN**; river, tributary to White river, Yukon.
- Koketsa**. See Kaketsa.
- KOKOMENHANI**; lake, at headwaters of Rupert river, Mistassini district, Que. (Not Kokamenhani.)
- KOKOMIS**; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- KOKSOAK**; river, flowing into Ungava bay, Ungava. (Not Big river nor South.)
- KOLFAGE**; island, south of Pike point, Bruce county, Ont.
- Kooe-ka-nax**. See Kuskanax.
- Kootanie**. See Blakiston.
- Kootenai**. See Waterton.
- KOOTENAY**; lake and river, Kootenay district, B.C. (Not Kootanie, Kootenai, &c.)
- KOPKA**; lake, west of L. Nipigon, Thunder Bay district, Ont.
- KORIKDUARDU**; inlet, east of Chorkbak inlet, Hudson strait, Franklin. (Not Ko-rick-du-ar-du.)
- KOSHIN**; river, tributary to Nahlin river, Cassiar district, B.C.
- KUKUKAHU**; lake, west of Manitou lake, Rainy River district, Ont.
- KULLEET**; bay, northeast of Oyster harbour, Vancouver island, B.C. (Not Chemainos nor Chemainus.)
- KUNGHIT**; island, the southernmost of the Queen Charlotte group, Coast district, B.C. (Not Prevost.)
- KUPER**; island, northwest of Admiral island, strait of Georgia, New Westminster district, B.C. The name "Kuper" is confirmed for this island and replaced by "Hibben" for the northerly one to avoid duplication.
- Kuper**. See Hibben.
- KUSAWA**; lake, southwest of lake Laberge, Yukon. (Not Arkell.)
- KUSHOG**; lake, Stanhope township, Haliburton county, Ont. (Not Kah-wah-she-be-mah-gog.)
- Kuswah**. See Surprise.
- KUSKANAX**; creek, east side of Upper Arrow lake, Kootenay district, B.C. (Not Kooe-ka-nax.)
- KUSKONOOK**; P. O. and railway station, near the southern end of Kootenay lake, Kootenay district, B.C. (Not Kuskanook.)
- KUTHAI**; lake, discharging into Silver Salmon river, Cassiar district, B.C.
- KWADACHA**; river, tributary to Finlay river, Cariboo district, B.C. (Not Quadacha nor Quanecca.)
- Kwichpak**. See Yukon.
- KYAK**; bay, west coast Ungava bay, Ungava.
- Kyeet**. See Kaiete.

## L

- LABERGE**; lake, in the southern portion of Yukon. (Not Labarge nor Lebarge.)
- LABICHE**; lake and river, northeastern Alberta. (Not Red Deer.)
- LABRADOR**; reef, south of Belanger point, Manitoulin island, Manitoulin district, Ont. —reef north of cape Chidley, Ungava.
- LACHAPELLE**; post office, Two Mountains county, Que. (Not Lachapelle.)
- LACROIX**; lake, in the valley of Bulkley river, Cassiar district, B.C. (Not La Croix, Le Croix, nor Round.)
- LADUE**; creek, tributary to White river, below Katrina creek, Yukon.
- LADY BEATRIX**; lake, northeast of Mattagami lake, Abitibi district, Que.
- LADYBIRD**; mountain, north of Columbia river, Kootenay district, B.C. (Not Lady Bird.)
- LADY FRANKLIN**; island, east of Clements Land, Franklin. (Not Kitigtung.)
- LAFRANCE**; creek, east side of Kootenay lake, Kootenay district, B.C. (Not Lafrance.)
- LAGGAN**; railway station, Alta.
- LAHAVE**; island and river, Lunenburg county, N. S. (Not La Have nor Le Havre.)
- LAKE**; creek, tributary to Stewart river, Yukon.
- Lake**. See Chonat.
- Lake Megantic**. See Megantic.
- Lake of the Narrows**. See Washi.
- LAKETON**; post, on Dease lake, Cassiar district, B.C.
- LAKIT**; creek, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Four-mile.)

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- L'AMABLE**; brook and lake, Dungannon and Faraday townships, Hastings county, Ont.
- LAMB**; creek, tributary to Moyie river, Kootenay district, B.C.
- LAMBERT**; shoal, northwest of Saugeen river, Bruce county, Ont.
- LAMEK**; bay, Shippigan island, Gloucester county, N.B. (Not Alemek, Lamec, L'amec, nor Lameque.)
- LANDING**; lake, north of Sipiweak lake, Keewatin.
- LANIM**; point, west of Dalhousie, Restigouche county, N.B. (Not La Lime, nor La Nim, nor Le Nim.)
- LANSDOWNE**; mountain, west of lake Marsh, Yukon.
- LANSING**; river, tributary to Stewart river, Yukon.
- LAPÂCHE**; lake, Pontiac county, Que.
- LAPIE**; river, tributary to Pelly river, below Ross river, Yukon.
- LARCH**; river, tributary to Koksoak river, Ungava. (Not Kenogamisse.)
- LARDEAU**; mining division, river tributary to Duncan river, and town on N. E. arm of Upper Arrow lake, Kootenay district, B.C. (Not Lardo.)
- LARDER**; lake, south of Abitibi lake, Nipissing district, Ont. (Not Present nor President.)
- Lardo.* See Lardeau.
- Lardo.* See Purity.
- L'ARDOISE**; village, Richmond county, N.S. (Not Ardoise.)
- Large.* See Hamilton.
- Large Trout.* See Hector.
- LA RIVIÈRE**; railway station and village, Lisgar electoral district, Man. (Not Larivière).
- LARRY**; rock, south of Great Duck island, and west of Kitty shoal, Manitoulin district, Ont.
- LA SALETTE**; town, Norfolk county, Ont. (Not La Sallette nor Lasallette.)
- LASHER**; island, south of Shesheeb point, Thunder Bay district, Ont.
- LAST-CHANCE**; creek, branch of Hunker creek, Klondike river, Yukon.
- LASQUETI**; island, south of Texada island, strait of Georgia, New Westminster district, B.C. (Not Lasquely nor Lasketti.)
- La Tete.* See Walton.
- LAURA**; creek, tributary to Klondike river, Yukon. —mountain, near lower Stikine river, north of Iskut river, Cassiar district, B.C.
- LAURIE**; range of mountains, west of O'Donnell river, Cassiar district, B.C.
- LAURIER**; mountain, east of lake Laberge, Yukon. —river, emptying into the easterly end of Clinton-Colden lake, N.E. of Great Slave L.
- LAUSSE DAT**; mountain, south of Mt. Freshfield and northeast of Donald, Kootenay district, B.C.
- LAVIGNE**; post office and railway station, Vaudreuil county, Que. (Not Graham P.O.)
- LAXY**; lake, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Rock.)
- LEAF**; bay, lake, and river, south coast Ungava bay Ungava. (Not Nephjee river.)
- LEANCHOL**; railway station, Kootenay district, B.C.
- LEASK**; bay and point, South bay, Manitoulin district, Ont.
- LEATHER**; river, tributary to Carrot river, Sask. (Not Hanging Hide.)
- Lebergs.* See Laberge.
- LEDA**; peak, near "Castor" and "Pollox," east of mount Swansy, Selkirk mountains, Kootenay district, B.C.
- LEE**; bank, north of Saugeen river, Bruce county, Ont., —creek, tributary to St. Mary river, southern Alberta. (Not Lee's.)
- LEFROY**; glacier and mountain, in the Bow range of the Rockies, Alta. and B.C.
- LELU**; island, northwest of Smith island, Chatham sound, Coast district, B.C. (Not Le-loo nor South Porpoise.)
- Le Nim.* See Lanim.
- LEON**; settlement, east side of Upper Arrow lake, Kootenay district, B.C. (Not Leon Hot Springs.)
- LEONARD**; mountain, west of Surprise lake, Cassiar district, B.C.
- LEOPOLD**; point, Markham bay, Hudson strait, Franklin.
- LEOTTA**; creek, tributary to Klondike river, Yukon.
- LEPREAU**; basin, harbour, parish, point, river, and village, Charlotte county, N.B. (Not Lepreaux nor Belas basin.)
- L'ETANG**; harbour, river, and village, Charlotte county, N.B. (Not Etang nor Letang.)
- L'Etete.* See Letite.
- LETITE**; passage and village, Charlotte county, N.B. (Not L'Etete nor Letete.)
- LEVE**; lake, Radcliffe township, Renfrew county, Ont.
- LEWES**; lake, near the "big bend" of Watson river; also river tributary to Yukon river; Yukon. (Not Lewis.)
- LEWIS**; creek, east of Kootenay river, north of Steele, Kootenay district; also island between Kennedy and Porcher islands, Coast district; B.C. —lake, northeast of Tawatinaw lake, Rainy River district, Ont.



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*Lewis.* See Crease.

*Lewis.* See Louis.

**LIARD**; river, tributary to Mackenzie river, B.C., Mackenzie and Yukon. (Not Mountain.)

**LICHFIELD**; shoal, at west entrance to Halifax harbour, Halifax county, N.S. (Not Litchfield.)

*Lighthouse.* See Snake.

**LILY**; bay, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que. —glacier and pass, north of mount Swansy, Selkirk mountains, Kootenay district, B.C.

**LIMA**; point, south extreme of Digby island, at west entrance to Prince Rupert harbour, Coast district, B.C.

**LIMEBANK**; post office, Carleton county, Ont. (Not Lime Bank.)

**LIMESTONE**; lake, Mayo township, Hastings county, Ont.

*Limestone.* See Dolomite.

**LINA**; range of mountains, east of Atlin lake, Cassiar district, B.C.

**LINDA**; lake, northeast of mount Oday, Rocky mountains, Kootenay district, B.C.

**LINDEMAN**; lake, south of lake Bennett, Cassiar district, B.C. (Not Linderman nor Lyndeman.)

**LINE**; lake, southwest of Eagle lake, Rainy River district, Ont.

**LINEHAM**; creek, tributary to Sheep river, Alta.

**LINK**; island, near Dodd narrows, east coast of Vancouver island, B.C.

**LINKATER**; creek, tributary to Kootenay river, near international boundary, Kootenay district, B.C. (Not Linkwater nor Meadow.)

**LISCOMB**; harbour and post village, Guysborough county, N.S. (Not Liscombe.)

*L'Isle.* See Dellsle.

**LITTLE**; rock, southwest of Phoebe point, Fitzwilliam island, Manitoulin district, Ont.

*Little.* See Rough.

**LITTLE ATLIN**; lake, between Atlin lake and lake Marsh, Yukon.

*Little Black.* See Banger.

*Little Black.* See Burton.

**LITTLE BLANCHE**; creek, branch of Quarts creek, Indian river, Yukon.

**LITTLE BOSHUNG**; lake, Minden township, Haliburton county, Ont.

**LITTLE BOW**; river, tributary to Belly river, Alta. (Not Small.)

*Little Charlton.* See Trodely.

*Little Cockburn.* See Kitchener.

*Little Cutarm.* See Kaposvar.

*Little Flatland.* See Campbell.

*Little Fork.* See Gunamits.

*Little Fork of the Saskatchewan.* See Mistaya.

**LITTLE-GEM**; creek, branch of Hunker creek, Yukon.

*Little Grant.* See Pearson.

*Little Green.* See Steevens.

*Little Jackfish.* See Foreleg.

**LITTLE MADAWASKA**; river, east side of Algonquin National park, Nipissing district, Ont.

*Little Magog.* See Magog.

*Little Mecattina.* See Mekattina.

*Little (or south) Miminigash.* See Roseville.

*Little Mistassini.* See Mistassinis.

**LITTLE MUSQUODOBOIT**; village, Halifax county, N.S. (Not Little River Musquodoboit.)

*Little Natashquan.* See Nataashkwan.

*Little Nation.* See South Nation.

*Little Nottaway.* See Broadback.

*Little Opeongo.* See Ayleen.

*Little River Musquodoboit.* See Little Musquodoboit.

**LITTLE ROGERS**; lake, northeast of L. Timiskaming, Pontiac county, Que.

*Little Sachigo.* See Oponask.

**LITTLE SALMON**; river, tributary to Lewes river, Yukon.

*Little Saskatchewan.* See Dauphin.

**LITTLE SLOCAN**; river, tributary to Slocan river, Kootenay district, B.C.

**LITTLE TAHLTAN**; river, tributary to Tahltan river, Cassiar district, B.C.

*Little Wabigoon.* See Dinorwic.

*Little Welemcoon.* See Effingham.

**LLEWELLYN**; glacier, south of Atlin lake, Cassiar district, B.C.

**LOBSTER**; lake, Airy township, Nipissing district, Ont.

**LOBSTICK**; bay, in eastern portion of the lake of the Woods, Rainy River district, Ont. (Not Lobstick.)

*Lobstick.* See Chip.

*Lobstick.* See Kisseynew.

**LOCKHART**; river, emptying into the easterly end of Great Slave lake. (Not Lockart's.)

**LODGE**; creek, Alta. and southern Saskatchewan, (Not Medicine Lodge.)

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- LOGAN**; mountain, east of Frances lake, Yukon.
- LOGIE**; rock, west of McNab point, Bruce county, Ont.
- LOKS LAND**; at entrance to Frobisher bay, Franklin. (Not Lok's.)
- LOMBARD**; creek, tributary to Indian river, Yukon.
- LOMOND**; river, emptying into L. Superior, opposite Pie island, Thunder Bay district, Ont. (Not Carp.)
- LONELY**; bay, east of Dominion point, Manitoulin island, Manitoulin district, Ont. —river, outlet of Obikoba lake, Pontiac county, Que.
- Lonely Valley.* See Ten Peaks.
- Lone Tree.* See Ann.
- LONG**; creek, the west branch of Souris river, south-eastern Saskatchewan. —point, extending into the central portion of lake Evans, Abitibi district, Que. —point, in southern part of Tyendinaga township, Hastings county, Ont.
- Long.* See Farrell.
- Long.* See Kawashegamuk.
- Long.* See Lowes.
- Long.* See Methy.
- Long.* See Mountain.
- Long.* See Wolfe.
- Long.* See Woods.
- Long.* See Tyee.
- LONGUE-POINTE**; village, Hochelaga county, Que. (Not Long Point.)
- LOOKOUT**; mountain, in the Selkirks, Kootenay district, B.C. —river, emptying into Smooth-rock lake, Thunder Bay district, Ont.
- Loon.* See Mang.
- LOONHEAD**; lake, on Burntwood river, Keewatin. (Not Loon-head.)
- LOOP**; brook, tributary to Illecillewaet river, near "The Loop," Kootenay district, B.C.
- LORDMILLS**; post office, Grenville county, Ont. (Not Lord Mills.)
- LORETTA**; island, north of Hawkesbury island, Coast district, B.C.
- LORETTE**; parish, railway station, and village, southeast of Winnipeg, Man. (Not Loretto.)
- L'ORIGINAL**; town, Prescott county, Ont. (Not L'Original.)
- LORNE**; mountain, west of lake Marsh, Yukon.
- LOSCOMBE**; reef, north of Macpherson point, Bruce county, Ont.
- LOUCKS**; lake, Burleigh township, Peterborough county, Ont. (Not Louck's.)
- LOUGHEED**; bay, point, and reef, east of Dominion point, Manitoulin island, Manitoulin district, Ont.
- LOUIS**; mountain, northwest of Banff, Alta. —point, south end of Coste island, Kitimat arm; also port, Graham island, Queen Charlotte islands; Coast district, B.C. (Not Ingraham nor Lewis.)
- LOUISA**; lake, Lawrence township, Haliburton county, Ont.
- LOUISE**; lake, west of Laggan station, Alta. (Not Emerald.)
- LOUTRE**; Harbour de, harbour on the west side of Campobello island, N.B. (Not Harbour de Lute.)
- LOWER ARROW**; lake, an expansion of Columbia river, Kootenay district, B.C.
- Lower Bow.* See Hector.
- LOWER SAVAGE**; islands, Gabriel strait, Franklin.
- Lower White Fish.* See Gregg.
- LOWES**; lake, southwest of Yorkton, Sask. (Not Long, Pebble, nor Silver.)
- LUBBOCK**; bay, west of Markham bay, Hudson strait, Franklin. —river, flowing into Atlin lake from Little Atlin lake, Yukon.
- LUCAS**; channel, island, and reef, at entrance to Georgian bay, Manitoulin district, Ont.
- LUCKY**; creek, branch of Allgold creek, Klondike river, Yukon.
- LUKE**; creek, tributary to St. Mary river, Kootenay district, B.C.
- Luke Fox.* See Fox.
- Lumley.* See Frobisher.
- LUSK**; creek, tributary to Kananaskis river, Alta.
- LUTZ**; post settlement, Westmorland county, N.B. (Not Lutes nor Lutes Mountain.)
- LYAL**; island and reef, southeast of Greenough point, Bruce county, Ont.
- LYNN**; point, Manitoulin island, northwest of Greene island, Manitoulin district, Ont. (Not Black.)
- Lynx.* See Selby.
- LYSTER**; lake, Barnston township, Stanstead county, Que. (Not Baldwin's pond nor Barnston pond.)

## M

- MABEE**; village, Norfolk county, Ont. (Not Maybee.)
- MACABEE**; creek, tributary to Sheep river, also mountain, Alta.
- MCADAM**; railway station and village, York county, N.B. (Not Macadam nor McAdam Junction.)

## SESSIONAL PAPER No. 21a

- McALPINE**; post office and railway station, Prescott county, Ont. (Not McAlpine's nor McAlpin.)
- McARTHUR**; creek, lake, and pass, west of Columbia river; also mountain, at head of upper Yoho valley, Rocky Mts.; Kootenay district, B.C.
- MACAULAY**; lake, Airy township, Nipissing district; also spit off the southeastern end of Inner Duck island, Manitoulin district; Ont. (Not McCauley's.)
- McBEAN**; mountain, west of Mt. Purity, Selkirk mountains, Kootenay district, B.C.
- McCALLUM**; island, southeast of Beament island, Bruce county, Ont. —mountains, east of Atlin lake, Cassiar district, B.C.
- MACCAN**; railway station, river, and village, Cumberland county, N.S. (Not Macan.)
- McCARTHY**; point, southeast side of Fitzwilliam island, Manitoulin district, Ont.
- M'CLINTOCK**; peak and river, between lake Marsh and Teslin river, Yukon. (Not McClintock.)
- McCONNELL**; peak and river, Nisutlin river, Yukon.
- Maccoostigan* See Makustigan.
- McCORMICK**; creek and landing, near foot of Lower Arrow lake, Kootenay district, B.C. (Not McCormack.)
- McCoy**; head, east of Thompson cove, St. John county, N.B. (Not McCoy's.)
- McCREARY**; island, north of Turnagain point, L. Winnipeg, Man. (Not Outer Sturgeon.)
- McDAME**; creek, tributary to Dease river, Cassiar district, B.C.
- McDONALD**; creek, flowing into the southern portion of Upper Arrow lake, Kootenay district; also lake, east of Atlin lake, Cassiar district; B.C. —bay and point, west of Brockville, Leeds county, Ont. (Not Donald, Macdonald, nor McDonald's.)
- MACDONALD**; island, northwest of the islands of God's Mercie, Hudson strait, Franklin. (Not Egypt). —lake, Havelock township, Haliburton county, Ont. (Not Macdonald's). —mountain, in the Selkirks, Kootenay district, B.C. (Not Carroll.)
- McDOUGAL**; brook, tributary to Incomappleux river, Kootenay district, B.C. (Not McDougall.)
- MACDOUGALL**; settlement, Kent county, N.B. (Not Macdougall nor Maccougall's.)
- MACE**; bay, Charlotte county, N.B. (Not Mace's.)
- McELHINNEY**; shoal, north of Flowerpot island, Georgian bay, Bruce county, Ont. (Not McElhinney's.)
- McEVOR**; lake, northeast of Finlayson lake, Yukon.
- McEWEN**; lake, east of Kawawegama lake, Thunder Bay district, Ont.
- McFADDEN**; lake, McClintock township, Haliburton county, Ont. (Not McFadden's.)
- McFARLANE**; river, emptying into the south side of Athabaska lake, Sask. (Not Beaver.)
- McGAW**; point, at entrance to S. Baymouth, Manitoulin island, Manitoulin district, Ont.
- McGRATH**; mountain, near lower part of Stikine river, north of Iskut river, Cassiar district, B.C.
- MacGREGOR**; point, west of Port Elgin, Bruce county, Ont.
- McGREGOR**; settlement, east shore of Kootenay lake, south of Lockhart creek, Kootenay district, B.C. (Not McGregor's.)
- Macha*. See Hatchau.
- MACHAWAIAN**; lake, southwest of Attawapiskat lake, Keewatin.
- McHUGH**; brook, flowing into Dinorwic lake, Rainy River district, Ont. (Not McHugh's creek.)
- McINTOSH**; mountain, east of Atlin lake, Cassiar district, B.C. —post village, Leeds county, Ont. (Not MacIntosh Mills.)
- MACKAY**; lake, Gloucester township, Carleton county, Ont. (Not Hemlock.)
- McKAY**; mountain, southwest of Fort William, Thunder Bay district, Ont. (Not McKay's.) —reach, between Princess Royal and Gribbell islands, Coast district, B.C. —rock, southwesterly from Pulpwood point, Cockburn island, Manitoulin district, Ont.
- McKEE**; creek, north of O'Donnel river, Cassiar district, B.C.
- McKELLAR**; channel (middle) of Kaministiquia river, island south of Pie island, and point southwest of Victoria island; Thunder Bay district, Ont. (Not McKellar river.)
- McKENZIE**; lake, Nightingale township, Haliburton county, Ont. (Not McKenzie's.)
- MACKENZIE**; mountain, southeast of Revelstoke, Kootenay district, B.C. (Not McKensie.)
- McKIM**; bay, west shore of South bay, Manitoulin island, Manitoulin district, Ont. (Not McKimm.)
- McLAURIN**; lake, northwest of L. Nipigon, Thunder Bay district, Ont.
- McLAY**; mountain, east of Surprise lake, Cassiar district, B.C.
- McLEAN**; canyon, below the Grand falls of Hamilton river, Ashuanipi district, Que. and Ungava. (Not Bowdoin.) Named after John McLean, an officer of the H. B. Co. who discovered the falls and canyon in 1839.
- McLELAN**; rock, in Fitzwilliam channel, Manitoulin district, Ont. —strait, northeast shore Ungava bay, Ungava. (Not McLean.)
- MACLEOD**; town and railway station, southern Alberta. (Not Fort MacLeod.)
- McLEOD**; mountain, west of Dease lake, Cassiar district, B.C.
- McLOUGHLIN**; bay, Lama passage, Coast district; also point in Victoria harbour; B.C. (Not M'Laughlin, MacLaughlin, nor McLaughlin.)

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- McMASTER**; lake, Jones township, Renfrew county, Ont. (Not McMaster's). —mountain, east of O'Donnel river, Cassiar district, B.C.
- MACMILLAN**; railway station, Rainy River district, Ont.
- McMILLAN CORNERS**; post office, Stormont county, Ont. (Not McMillan's Corners.)
- MACMILLAN**; range of mountains, and river tributary to Pelly river, Yukon.
- McMullen*. See Carnarvon.
- McNAB**; point, south of Chantry island, Bruce county, Ont.
- McNEVIN**; lake, Murchison township, Nipissing district, Ont. (Not McNevin's.)
- McNICOLL**; mountain, southeast of Sixmile Creek station, Kootenay district, B.C.
- McNUTT**; island, Shelburne harbour, Shelburne county, N.S. (Not McNutt's.)
- McPHERSON**; lake, north of Frances lake, Yukon.
- MACPHERSON**; mountain, southwest of Revelstoke, Kootenay district, B.C. —point, northeast of Douglas point, Bruce county, Ont. (Not McPherson.)
- MACCOUN**; mountain, northwest of mount Fox, Selkirk mountains, Kootenay district, B.C.
- Maquereau*. See Maquereau.
- McQUESTEN**; river, tributary to Stewart river, Yukon. (Not McQuestion.)
- McRAE**; point, south of Douglas point, Bruce county, Ont.
- McREYNOLDS**; post office, Grenville county, Ont. (Not McReynold's Corners.)
- MAD**; reef, between Greenough point and Lylal island, Bruce county, Ont.
- MADAWASKA**; P. O., Nipissing district; also river tributary to the Ottawa, Renfrew county; Ont.
- Maduznekeag*. See Meduxnekeag.
- MAGANASIBI**; river, tributary to Ottawa river, Pontiac county, Que. (Not Maganacipi nor Maganasipi.)
- MAGANATAWAN**; P. O. and river, Parry Sound district, Ont. (Not Magnetawan nor Maganetawan.)
- MAGGIE**; lake, Finlayson township, Nipissing district, Ont. (Not Maggie's.)
- MAGNET**; channel, island, and point, southeast of entrance to Black bay, Thunder Bay district, Ont.
- Magnetawan*. See Maganatawan.
- MAGNETIC**; island and reef, southeastern side of Cockburn island, Manitoulin district, Ont.
- MAGOG**; lake, and river tributary to St. Francis river, Sherbrooke and Stanstead counties, Que. (Not Little Magog lake.)
- MAGUIRE**; mountain, east of Sooke inlet, Vancouver island, B.C. (Not McGuire.)
- MAIDEN**; island, south shore Hudson strait, Ungava. (Not Maiden Paps). —island, east of Michael point, Manitoulin island, Manitoulin district, Ont.
- MAIKASKAGI**; river, north of Waswanipi river, Abitibi district, Que.
- MAIN**; channel, between Cove island and "Bad Neighbour" rock, entrance to Georgian bay, Bruce county, Ont.
- MAITLAND**; island, Douglas channel, north of Hawkesbury island, Coast district, B.C. —river, emptying into lake Huron at Goderich, Huron county, Ont.
- MAKOKIBATAN**; lake, Albany river, Keewatin, and Thunder Bay district, Ont.
- MAKUSTIGAN**; lake, south of Wetetnagami lake, Abitibi district, Que. (Not Maccoostigan.)
- Malaspina's*. See Galiano.
- MALCOLM**; reef, between Boyer reef and Port Elgin, Bruce county, Ont.
- MALE**; lac du, at headwaters of St. Maurice river, Champlain county, Que.
- MALONEY**; mountain, northwest of Aishihik lake, Yukon.
- MALPEQUE**; bay, Prince county, P.E.I. (Not Richmond.)
- MAMEIGWESS**; lake, north of Attawapiskat lake, Keewatin.
- MANASAN**; river, tributary to Burntwood river, Keewatin. (Not Munosahn.)
- MANAWAGONISH**; island, in St. John harbour, St. John county, N.B. (Not Manawoganish.)
- MANG**; lake, west of Kawawia lake, Rainy River district, Ont. (Not Loon.)
- MANGANESE**; mountain, east of Ice river, Rocky mountains, Kootenay district, B.C.
- Manicouagan*. See Manikouagan.
- Manicuagan*. See Manikouagan.
- MANIGOTAGAN**; lake and river, east of lake Winnipeg, Man. (Not Bad Throat river, Muskrat lake, nor Rat Portage lake.)
- MANIKUAGAN**; point and river, Saguenay county, Que. (Not Manicouagan nor Manicuagan.)
- MANITOBA**; ledge, off west side of Yeo island, at entrance to Georgian bay; also reef north of Great Duck island; Manitoulin district, Ont.
- MANITOU**; creek, flowing into Michael bay, Manitoulin island, Manitoulin district, Ont.
- Manitoulin gulf*. See South bay.
- MANITOULIN**; island, Manitoulin district, Ont. (Not Grand Manitoulin.)
- MANITOUNUK**; sound, north of Great Whale river, Ungava. (Not Manitounuck.)

## SESSIONAL PAPER No. 21a

- MANITOWANING**; bay and village, Manitoulin district, Ont. (Not Manitouaning.)
- MANITUMEIG**; lake, west of Manitou lake, Rainy River district, Ont.
- MANITUSH**; lake, southwest of Attawapiskat lake, Keewatin.
- MANN**; island, in upper part of lake Timiskaming, Pontiac county, Que.
- MANOMIN**; lake, west of Winnange lake, Rainy River district, Ont. (Not Unaminnikan.)
- MANUAN**; lake, and river tributary to the upper St. Maurice, Champlain county, Que. (Not Manouan.)
- Manuminan.* See Paint.
- MAPLE**; point, at the northeast end of Gil island, Coast district, B.C.
- Maple.* See Goosehunting.
- MAQUEREAU**; point, Gaspé county, Que. (Not Macquereau.)
- MARA**; lake, east of Salmon arm of Shuswap lake, Yale district, B.C. (Not Mara arm of Shuswap lake.)
- MARBLE DOME**; mountain, south of Gladys lake, Cassiar district, B.C. (Not Brown Dome.)
- MARGAREE**; town, Inverness county, N.S. (Not Margaree Harbour.)
- MARGARET**; lake, northeast of Turquoise lake, Alta.
- MARIA**; lake, northwest of Tuya lake, Cassiar district, B.C.
- MARINA**; island, southwest of Cortes island, Sutil channel, Coast district, B.C. (Not Mary.)
- MARION**; lake, west of Glacier station, Kootenay district, B.C.
- MARK**; creek, tributary to St. Mary river, Kootenay district, B.C.
- MARKHAM**; bay, northeast shore of Hudson strait, Franklin.
- MARMOT**; mountain, north of Observation peak, Rocky mountains, Alta.
- MARPOLE**; lake and mountain, at headwaters of Yoho river, Kootenay district, B.C.
- MARSH**; lake, in the southern portion of Yukon, near Bennett and Tagish lakes.
- Marshall Cove.* See Port Lorne.
- MARS HILL**; post settlement, Carleton county, N.B. (Not Mar's Hill.)
- MARTEL**; post office, Russell county, Ont. (Not Martel Corners.)
- MARTEN**; river, tributary to Rupert river, Mistassini district, Que.
- MARTEN DRINKING**; river, emptying into Attawapiskat lake, Keewatin.
- MARTIMOKI**; lake, Saguenay county, Que. (Not Martimokinipau.)
- MARTINS**; valley, east of Chancellor peak, Rocky mountains, Kootenay district, B.C.
- MARY**; creek, tributary to Teslin river, near M'Clin-tock peak, Yukon. —point, Boxer reach, Coast district, B.C. —shoal, south of Great Duck island, Manitoulin district, Ont.
- Mary.* See Marina.
- MASCABIN**; point, at north entrance to Passamaquoddy bay, Charlotte county, N.B. (Not Mascarin.)
- MASCAREEN**; peninsula and village, Charlotte county, N.B. (Not Mascarene nor Mascarren.)
- Mashamengoose.* See Mitchinamekus.
- MASSASAUGA**; point, west of Horse point, Ameliasburg township, Prince Edward county, Ont.
- MATAPEDIA**; lake, river, and village, Matane and Bonaventure counties, Que. (Not Metapedia.)
- MATASHI**; river, headwaters of Gatineau river, Berthier county, Que.
- Matawa.* See Shamattawa.
- MATCHIMANITO**; lake, southwest of lake Millie, Abitibi district, Que.
- MATHESON**; island, west of the north entrance to the narrows of lake Winnipeg, Man. (Not Snake.) —mountain, on east side of Bennett lake, Yukon.
- MATSATU**; river, tributary to Nahlin river Cassiar district, B.C.
- MATTAGAMI**; lake, and river tributary to Nottaway river, Abitibi district, Que.
- MATTAWA**; lake; at headwaters of St. Maurice river, Champlain county, Que.
- MATTAWAGOSIX**; lake, south of Abitibi lake, Abitibi district, Que. (Not Mattawagosig.)
- MATTHEW**; creek, tributary to St. Mary river, Kootenay district, B.C.
- MATTHEWS**; point, Active pass, strait of Georgia, New Westminster district, B.C.
- MAUGER**; beach, at entrance to Halifax harbour, Halifax county, N.S. (Not Meagher.)
- MAUNOIR**; butte, near confluence of Lewes and Teslin rivers, Yukon.
- MAURELLE**; island, between "Hole in the wall" and Surge narrows, Coast district, B.C. The eastern portion of what was formerly Valdes island.
- MAUS**; creek, east of Kootenay river, south of Steele, Kootenay district, B.C. (Not Mouse.)
- MAYES**; point, at northerly end of Read island, Sutil channel, Coast district, B.C. (Not Mayor.)
- MAYFLOWER**; island, at entrance to Thomas bay, Manitoulin island, Manitoulin district, B.C.

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**MATNE**; island and post village, in the southern portion of the strait of Georgia, New Westminster district, B.C.

**MAYO**; brook and lake, tributary to Stewart river, Yukon.

**Mayor**. See *Mayes*.

**Masokama**. See *Kama*.

**MEACHAM**; creek, tributary to St. Mary river, Kootenay district, B.C. (Not Caribou nor Whitefish.)

**Meadow**. See *Ripple*, and *Linklater*.

**MEADOW**; creek, branch of Sulphur creek, Indian river, Yukon.

**Meagher**. See *Mauger*.

**MEANDER**; brook, south of Eagle lake, Rainy River district, Ont.

**Mecatina**. See *Mekattina*.

**Medicine Lodge**. See *Lodge*.

**MEDUXNEKEAG**; river, tributary to St. John river, Carleton county, N.B. (Not Maduxnakeag nor Meduxnakeag.)

**MEDWAY**; seaport town, Queens county, N.S. (Not Port Medway nor Port Metway.)

**MEGANTIC**; county, lake, and village, also Lake Megantic county, Que. (Not Lake Megantic village.)

**MEGGISI**; brook, tributary to upper Winisk river, below Tabasokwia river, Keewatin. —lake, southeast of Anzhekumming lake, Rainy River district, Ont. (Not Small Trout.)

**Megiskun**. See *Migiskan*.

**Meholland**. See *Mulholland*.

**Mejomanguss**. See *Mitchinamekus*.

**MEKATTINA**; cape, islands, and river, Saguenay county, Que. (Not Mecatina, nor Little Mecatina river.)

**MEKINAK**; lake, river, and township, Champlain county, Que. (Not Mekinac.)

**Mekiscan**. See *Megiskan*.

**MELDRUM**; point, northwestern end of Manitoulin island, Manitoulin district, Ont. (Not Mildram nor Mildrum.)

**MELVILLE**; lake, an expansion of Hamilton inlet, Ashuanipi district, Que. (Not Groswater bay). —point, south of Strigley bay, Manitoulin district; also shoal, east of northeast end of Amhest island, Frontenac county; Ont.

**Menan**. See *Grand Manan*.

**MENDENHALL**; river, tributary to Takhini river, Yukon.

**MENESATUNG**; park, north of Goderich, Huron county, Ont.

**MENIKWESI**; lake, west of Kawawia lake, Rainy River district, Ont.

**Menjobaguss**. See *Mitchinamekus*.

**MENNIN**; lake, southeast of Dinorwic lake, Rainy River district, Ont. (Not Blueberry nor Shallow.)

**MERIGOMISH**; island and village, Pictou county, N.S. (Not Big island nor Merigomishe village.)

**Mescoh**. See *Misko*.

**MESKWATESSI**; lake, east of Atikwa lake, Rainy River district, Ont.

**METABETCHOUAN**; P. O., river, and township, Chicoutimi county, Que. (Not Metabecheouan.)

**Metaghan**. See *Meteghan*.

**Metapedia**. See *Matapedia*.

**Metchiskan**. See *Migiskan*.

**METEGHAN**; river and village, Digby county, N.S. (Not Metaghan.)

**METEGHAN STATION**; P. O., Digby county, N.S. (Not Metaghan.)

**METHUEN**; reef, south shore Manitoulin island, Manitoulin district, Ont.

**METHY**; lake, on Burntwood river, Keewatin. (Not Long.)

**METIS**; lake, point, river, and village, Matane county, Que. (Not Mitis nor Great Metis.)

**Metiscan**. See *Migiskan*.

**METLAKATLA**; bay and village, Chatham sound, Coast district, B.C. (Not Metlah Catlah, Metla-Catlah, Metla-kathla, Methlakahtla, Metla Catla, nor Metla-Katla.)

**MICHAEL**; bay and point, south shore of Manitoulin island, Manitoulin district, Ont. —peak, in the President range, Rocky mountains, Kootenay district, B.C. (Not Michael's.)

**Michagama**. See *Kitchigama*.

**MICHAUD**; creek, tributary to Klondike river, Yukon. —creek, west of Lower Arrow lake, Kootenay district, B.C.

**MICHIE**; mountain, east of lake Marsh, Yukon.

**MICHIKAMOG**; lake, northwest of Attawapiskat lake, Keewatin.

**MICHIKENIS**; river, east of Wunnummin lake, upper waters of Winisk river, Keewatin.

**MICHIKENOPIK**; brook, tributary to Pisustigan river, upper Winisk river, Keewatin.

**MICHIPICOTEN**; harbour, island, river, and village, Manitoulin district, Ont. (Not Michipicoton.)

**MIDDLE**; creek, tributary to Tahltan river; also mountain near lower part of Stikine river, south of Porcupine creek, Cassiar district, B.C. —river, Pictou county, N.S. (Not Middle river of Pictou.)

**Middle Br. Highwood R.** See *Pekisko creek*.

## SESSIONAL PAPER No. 21a

- MIDDLEBRUN**; bay, channel, and island, south of entrance to Black bay, Thunder Bay district, Ont.
- Middle Caledonia**. See Caledonia.
- MIDDLE DUCK**; island, south of Inner Duck island, Manitoulin district, Ont.
- MIDDLE SAVAGE**; islands, northwest of Pritsler harbour, Hudson strait, Franklin. (Not islands of God's Mercie (eastern).)
- MIDDLETON**; island, at the mouth of Broadback river, and mountain, southeast of lake Evans; Abitibi district, Que.
- MIDJIK**; point, on east side of Passamaquoddy bay, Charlotte county, N.B. (Not Midgie, Midjic, nor Mijic bluff.)
- MIGISKAN**; river, flowing westerly from the height of land near sources of St. Maurice river into Shabogama lake, Abitibi district, Que. (Not Megiskun, Mekiscan, Metchiskian, nor Metiscan.)
- Mijic**. See Midjik.
- MIK WASACH**; lake, west of Opemiska lake, Abitibi district, Que. (Not Wikwasash.)
- Mildram**. See Meldrum.
- MILES**; canyon, on Lewes river, above Whitehorse rapid, Yukon. —point, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Schooner.)
- MILLAR**; post office, Grenville county, Ont. (Not Millar's Corners.)
- MILLER**; creek, tributary to Sixtymile river, Yukon. —point, western entrance point of Robinson cove, Big island, bay of Quinte, Prince Edward county, Ont. (Not Miller's.)
- MILLE ROCHES**; post village, Stormont county, Ont.
- MILLE VACHES**; bay, point, and river, Saguenay county, Que. (Not Saut de Mouton river.)
- MILLIE**; lake, northeast of Matchimanito lake, Abitibi district, Que.
- MILTON**; bank, southeast of Wells shoal, Bruce county, Ont. —point, between Lonely and Loughed bays, Manitoulin island, Manitoulin district, Ont.
- MIMINEGASH**; river and village, Prince county, Prince Edward Island. (Not Big or North Miminigash, nor Minimegash.)
- MIMINISKA**; lake, Albany river, Thunder Bay district, Ont. and Keewatin.
- MIMOMINATIK**; brook, emptying into Kapkichi lake, upper Winisk river, Keewatin.
- MINAGO**; river, emptying into Cross lake, Keewatin. (Not Pine.)
- MINAS**; basin, east arm of the bay of Fundy, Colchester, Cumberland, Hants, and Kings counties, N.S. (Not Basin of Mines nor Mines Basin.)
- MINDEMOTA**; river, emptying into Providence bay, Manitoulin island, Manitoulin district, Ont.
- MINERAL**; creek and town, north of Caribou creek, Kootenay district, B.C.
- MINERS**; range of mountains, near lake Laberge, Yukon.
- MINETTE**; bay, Kitimat arm, Coast district, B.C.
- MINK**; reef, Manitoulin island, northwest of Steevens island, Manitoulin district, Ont.
- MINNAWEISKAG**; lake, south of Dinorwic lake, Rainy River district, Ont. (Not Kaminnoweiskagwok.)
- MINNEHAHA**; lake, north of Peak lake, Rainy River district, Ont. (Not Kiskopkechewans.)
- MINNEWAKAN**; post village, Posen municipality, Man.
- MINNEWANKA**; lake, in the Rocky mountains park, Alberta. (Not Devil's Head.)
- MINNIE BELL**; creek, tributary to Flat creek, Klondike river, Yukon.
- MINNITAKI**; lake and railway station, Rainy River district, Ont. (Not Minnietakie.)
- MINT**; creek, branch of Hunker creek, Klondike river, Yukon.
- MINTO**; mountain, west of Atlin lake, near north end, Cassiar district, B.C.
- MIRAMICHI**; bay and river, Northumberland county, N.B. (Not Mirimichi.)
- MIRROR**; lake, west of lake Louise, Alta.
- MISAMIKWASH**; lake, west of Wunnummin lake, upper waters of Winisk river, Keewatin.
- MISCOU**; island, harbour, and point, Gloucester county, N.B. (Not Misco, Mya, nor North Mya.)
- MISERY**; bay and point, south shore Manitoulin island, Manitoulin district, Ont.
- MISHOMIS**; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- MISKATLA**; Indian village, Douglas channel, opposite Maitland island, Coast district, B.C. (Not Mis-ka-tla.)
- MISKITTENAU**; lake, at headwaters of Rupert river, Mistassini district, Que.
- MISKO**; creek, tributary to Ottertail river, Rocky mountains, Kootenay district, B.C. (Not Mescob.)
- MISKWABI**; lake, Dudley township, Haliburton county, Ont. (Not Mis-quah-be-nish.)
- MISSAGUASH**; river, emptying into Cumberland bay, Westmorland county, N.B. (Not Missiguash, Missiquash, nor Miseguash.)
- Missinippi**. See Churchill.
- MISSION**; bay, and channel (southern) of Kaministiquia river, Thunder Bay district, Ont. (Not Mission river.) —mountain, on Tsimpsan peninsula, west of Prince Rupert harbour, Coast district, B.C.
- MISSISEW**; river, tributary to Grass river, Keewatin.

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- MISSISSAGI**; bay, island, river, and strait, at north end of lake Huron, Algoma and Manitoulin districts, Ont. (Not Mississauga.)
- MISSISSAGUA**; brook and lake, Peterborough county, Ont. (Not Gull lake.)
- MISTA**; a peak of the Valkyr mountains, Kootenay district, B.C.
- MISTASSIBI**; river, tributary to Mistassini R., Lake St. John county, Que. (Not Muskosibi.) Reversal of previous decision.
- MISTASSINI**; district and lake, northwestern Quebec.
- MISTASSINIS**; lake, east of lake Mistassini, Mistassini district, Que. (Not Little L. Mistassini.)
- MISTAYA**; river, at headwaters of Saskatchewan river, Alta. (Not Little fork of the Saskatchewan nor Bear Creek.)
- MISTIGOU**; lake, Rimouski county, Que. (Not Mistigouche nor Mistigouèche.)
- MITCHINAMEKUS**; lake and river, headwaters of Lièvre river, Berthier, Champlain, Maskinonge, and St. Maurice counties, Que. (Not Mashamengoose, Mejomanguse, nor Menjobaguse.)
- MITISHTO**; river, tributary to Grass river, below Wekusko lake, Keewatin.
- MOBERLY**; creek, west of Lower Arrow lake, Kootenay district, B.C.
- MOIRA**; river, emptying into the bay of Quinte, near Belleville, Hastings county, Ont.
- MOISIE**; bay, point, river, rock, and shoal, Saguenay county, Que. (Not Moisi nor Moisie.)
- MOKWAWASTUK**; lake, at headwaters of Marten river, Mistassini district, Que. (Not Mokwah-wastuk.)
- MOLAR**; mountain, northeast of mount Hector, Rocky mountains, Alta.
- MOLUS**; river, tributary to Richibucto river, Kent county, N.B. (Not Moulie's.)
- MONCKLAND**; post village and railway station, Stormont county, Ont. (Not Moncklands, Monklands, nor Moncklands Station P.O.)
- MONDONAK**; lake and river, upper waters of Manuan river, Champlain county, Que.
- MONELL**; reef, at entrance to Wood bay, Manitoulin island, Manitoulin district, Ont.
- MONEY**; point, on the southerly portion of Hawkebury island, Coast district, B.C.
- MONGUS**; lake, near Manitou lake, Rainy River district, Ont.
- MONK**; lake, Cardiff township, Haliburton county, Ont.
- Monklands**. See Moncklands.
- MONMOUTH**; lake, Monmouth township, Haliburton county, Ont.
- MONQUART**; river, tributary to St. John river, Carleton county, N.R. (Not Munquart nor Manquart.)
- MONROE**; creek and lake, near Moyie lake, Kootenay district, B.C.
- MONSOMSHI**; lake, on Severn river, Keewatin. (Not Mon-som-shi-pin-net.)
- MONTAGUE**; village, Kings county, P.E.I. (Not Montague Bridge.)
- MONTANA**; creek, tributary to Yukon river, above Dawson, Yukon.
- MONTEBELLO**; railway station and village, Ottawa county, Que. (Not Monte Bello.)
- MONTREAL**; channel, west of Edward island and south of entrance to Black bay, Thunder Bay district, Ont.
- MONTROSE**; cape, Markham bay, Hudson strait, Franklin.
- MONUMENTAL**; island, southeast of Clements Land, Franklin.
- MOODY**; point, Boxer reach, Coast district, B.C.
- Moonshine**. See Uphill.
- MOORE**; lake, Lutterworth township, Haliburton county, Ont. (Not Moore's.) —point, west of Lima point, Digby island, Chatham sound; also rock, Blunden harbour, Queen Charlotte sound; Coast district, B.C.
- MOOSE**; creek, tributary to Fortymile river, near international boundary, Yukon. —lake, north of Cedar lake, Keewatin.
- Moose**. See Bonald.
- MOOSEHORN**; lake, west of Grand lake Victoria, Pontiac county, Que.
- MOOSEJAW**; creek and town, Sask. (Not Mooses Jaw.)
- MOOSESKIN**; creek and mountain, near mouth of Klondike river, Yukon.
- Mooshaulagan**. See Mushalagan.
- Mooyie**. See Moyie.
- MORAINÉ**; lake, south of mount Temple, Alta.
- MORICE**; lake and river, tributary to Bulkley river Cassiar district, B.C. (Not Morrice.)
- MORICETOWN**; village, on Bulkley river, Cassiar district, B.C. (Not Morricetown.)
- MORLEY**; river, emptying into Teslin lake, Yukon.
- MORRIS**; river, tributary to Red river, also town in southern Manitoba. (Not Boyne river, Ile de Bois river, nor Scratching river.)
- MORRISON**; mountain, on Yukon river, near international boundary, Yukon.
- MOSES OATES**; cape, Charles island, Hudson strait, Ungava.
- MOSQUITO**; creek, tributary to Columbia river, Kootenay district, B.C. —creek, tributary to Bonanza creek, Yukon.



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**MOUAT**; channel and reef, off S.E. point of Vancouver I.; islands off S.W. coast of Texada I.; west point of Pender I.; New Westminster district, also rock in Goletas channel, northern coast of Vancouver I.; B.C. (Not Mouatt.)

**Mouchalagan**. See Mushalagan.

**Moulie's**. See Molus.

**MOUNTAIN**; lake, southwest of lake Lindeman, Cassiar district, B.C. (Not Long lake.)

**Mountain**. See Liard.

**Mountain**. See Watchi.

**Mousse**. See Maus.

**MOXIE**; lakes, river, and town, in southwestern portion of Kootenay district, B.C. (Not Mooyie.)

**MUCHUYA**; creek, tributary to Kakuchuya river, Cassiar district, B.C.

**MUD**; glacier, northeast of mount Purity, Selkirk mountains, Kootenay district, B.C.

**Mud**. See Chilako.

**Mud**. See Kabagukski.

**Muddy Water**. See Apeganau.

**MUDJATIK**; river, tributary to Churchill river, north of Ile à la Croise, Sask. (Not Caribou nor Mudjatic.)

**MUHIGAN**; river, emptying into Sipiweak lake, Keewatin. (Not Wolf nor Wolf Rand.)

**MULHOLLAND**; point, Campobello island, Charlotte county, N.B. (Not Mulholland's, Meholland, nor Mehollan.)

**MULVEY**; creek, tributary to Slocan river, Kootenay district, B.C.

**MUMMERY**; mountain, west of Blaeberry river, Rocky mountains, Kootenay district, B.C.

**Munosahn**. See Manasan.

**MUNRO**; creek, emptying into Gladys lake; also mountain east of Atlin lake; Cassiar district, B.C. —point, St. Ann harbour, Victoria county, N.S. (Not Munroe nor Munro's.)

**MUNROE MILLS**; post office, Glengarry county, Ont. (Not Munro's Mills nor Munroe's Mills.)

**MURCHISON**; cape, southeast end of Brevoort island, Franklin.

**MURPHY**; harbour and point, south shore of Manitoulin island, Manitoulin district, Ont.

**MURRAY**; canal, in Murray and Brighton townships, connecting the bay of Quinte with Presqu'île bay, Northumberland county, Ont. —creek, tributary to Sutherland river, south of Lesser Slave lake, central Alberta.—point, Markham bay, Hudson strait Franklin.

**MUSCOTE**; bay, off Big bay, southwest side of the bay of Quinte, Prince Edward county, Ont.

**MUSHALAGAN**; lake, Saguenay county, Que. (Not Mooshaulagan nor Mouchalagan.)

**MUSKOKA**; lake and river, Muskoka district, Ont.

**Muskosibi**. See Mistassibi.

**Musktrat**. See Manigotagan.

**MUSKWARO**; point and river, Saguenay county, Que. (Not Musquarro.)

**MUSSEN**; mountain, near southern end of Atlin lake, Cassiar district, B.C.

**MUTCHMORE**; point, south shore Manitoulin island, Manitoulin district, Ont.

**MYA**; point, Shippigan island, Gloucester county, N.B. (Not South Mya.)

**Mya**. See Miscou.

**MYERS**; point, Sidney township, Hastings county, Ont.

**MYLES**; shoal, opposite Kingston, Frontenac county, Ont. (Not Royal George.)

## N

**Naas**. See Nass.

**Nabesippi**. See Nabisiipi.

**NABISIPI**; river, Saguenay county, Que. (Not Nabesipi nor Nabesippi.)

**Nacawicac**. See Nackawic.

**NACKAWIC**; river and village, York county, N.B. (Not Nacawicac nor Nackawick.)

**NADINA**; mountain, and river flowing into Français lake from the west, Cariboo district, B.C. (Not Nadinaka river nor Nadinako river.)

**NAHLIN**; river, tributary to Inklin river, Cassiar district, B.C.

**NAHONI**; mountains, and lakes (upper, lower and middle), at headwaters of Porcupine river, Yukon. (Not Nahone.)

**NAJAN**; river, tributary to St. Maurice river, above Manuan river, Champlain county, Que.

**Najualand**. See Najwalwank.

**NAJWALWANK**; lake, Quebec county, Que. (Not Kajoualwang nor Najualand.)

**NAKIMU**; caves, in valley of Cougar creek, Selkirk mountains, Kootenay district, B.C.

**NAKINA**; river, tributary to Taku river, Cassiar district, B.C.

**NAKONAKB**; river, tributary to Sloko river, Cassiar district, B.C.

**NAKUSP**; creek, railway terminus, and town, east side of Upper Arrow lake, Kootenay district, B.C. (Not Na-Kusp.)

**Nalla**. See Fraser.

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- NALTESBY**; lake, on telegraph trail, north of Chilako river, Cariboo district, B.C. (Not Bobtail.)
- NAMAWASH**; lake, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que.
- NAMEGOS**; lake, south of Matchimanitou lake, Montcalm county, Que. (Not Nemeogos.)
- NAMEGOSIS**; lake, south of Matchimanito lake, Montcalm county, Que. (Not Nemegeois.)
- NAMEIBEN**; lake, north of Kagianagami lake, Thunder Bay district, Ont.
- NAMEINS**; rapids, upper Winisk river, Keewatin.
- NAMEW**; lake, northeast of Cumberland lake, Sask. (Not Sturgeon.)
- NANKIKA**; lake, northwest of Attawapiskat lake, Keewatin.
- NANKIVELL**; islands, Blunden harbour, Queen Charlotte sound, Coast district; also point in Nanoose harbour, east coast of Vancouver island; B.C.
- NARES**; lake, between Bennett and Tagish lakes, also mountain east of north end of Bennett lake; Yukon. —point, Departure bay, east coast of Vancouver Island, B.C. (Not Boulder.)
- NARCHILLA**; brook, emptying into McPherson lake, Yukon.
- Narrow**. See Bagot.
- NASS**; bay and river, north of Skeena river, Coast district, B.C. (Not Naas, Nasse, nor Naas harbour.)
- NATASHKWAN**; harbour, point, and river, Saguenay county, Que. (Not Natashquan.)
- NATCHIPOTCHI**; lake, at the head of Etchipotchi river, Abitibi district, Que. (Not Natchipoishi.)
- Nation**. See Petite Nation.
- Nation**. See South Nation.
- NAUMULTEN**; mountain, east of head of Lower Arrow lake, Kootenay district, B.C.
- NAUYATS**; island, southeast shore Ungava bay, Ungava.
- NAVY**; island, Bedford basin, Halifax harbour, Halifax county, N.S. (Not Stephens nor Stevens.)
- NAWAPITECHIN**; river, tributary to Kinojevis river, Pontiac county, Que. (Not Nawaspiteshins.)
- NEALE**; lake, northeast of Lloydminster, Sask.
- NECHAKO**; river, tributary to Fraser river, Cariboo district, B.C. (Not Nechaco nor Nechacco.)
- NEDLUX**; lake, west of Koksoak river, Ungava.
- NEEDLE**; mountain, between the "big bends" of Watson and Wheaton rivers, Yukon.
- NELLES**; post office, Haldimand county, Ont. (Not Nelles Corners nor Nelles' Corner.)
- NELLO**; river, headwaters Klondike river, Yukon.
- NELLY**; point, on the northwest portion of Princess Royal island, Coast district, B.C.
- NELSON**; lake, on Churchill river, Keewatin. —lake west of Edgar lake, Cassiar district, B.C.; —river, flowing from lake Winnipeg into Hudson bay, Keewatin. The two channels by which it drains the lake are east branch and west branch. (Not East river and West river.)
- Nelson**. See Fort Nelson.
- Nemegos**. See Namegos.
- Nemegosis**. See Namegosis.
- NEMEIBENNUK**; lake, west of Anahekumming lake, Rainy River district, Ont. (Not Sucker.)
- NEMEIGUSABINS**; lake, near the upper waters of Winisk river, Keewatin.
- NEMIKACHI**; lake, upper waters of Lievre river, Maskinongé county, Que. (Not Nemicachingue.)
- NEMISKAU**; lake, an expansion of Rupert river, Mistassini district, Que. (Not Namiska.)
- NEMO**; creek, west of Slocan lake, Kootenay district, B.C.
- Ne-na-tik-go**. See Ninatigo.
- Nepigon**. See Nipigon
- Nepihjes**. See Leaf.
- Nepisguil**. See Nipisiguit.
- NEPTUNE HEAD**; point, at entrance to Stupart bay, Hudson strait, Ungava.
- Nesto**. See Hippa.
- NESTON**; lake, west of L. Devises, Thunder Bay district, Ont.
- Net Setting**. See Setting.
- NETLEY**; creek and lake, south of lake Winnipeg, Man. (Not Nettly nor Nipuwin.)
- NEWAGAMA**; lake, southeast of Abitibi lake, Pontiac county, Que.
- NEWBURG**; post village and railway station, Carleton county, N.B. (Not Newburgh Junction.)
- NEW CANAAN**; post office, Kings county, N.S. (Not Canaan.)
- NEWELL**; sound, southwest shore of Frobisher bay, Franklin. (Not Kangerlung.)
- New Galloway**. See Galloway.
- New Galway**. See Galloway.
- NEWMARKET**; post village, York county, N.B. (Not New Market.)
- NEWROSS**; post office, Dundas county, Ont. (Not New Ross.)
- NEWTON**; fiord, Frobisher bay, Franklin. (Not Tornait.)
- NEWTOWN**; village, Kings county, N.B. —village, Guysborough county, N.S. (Not Newton nor New Town.)
- New Wiltshire**. See Wiltshire.

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- NEW ZEALAND**; creek, tributary to Indian river, Yukon.
- NIBINAMIK**; lake, southwest of Wapikopa lake, upper Winisk river, Keewatin.
- NIBLOCK**; mountain and pass, northeast of Popes peak, Alta.
- NICHOLAS**; islets, northeast of Vansittart island, Queen Charlotte sound, Coast district, B.C. (Not Nicolas.)
- Nickadow**. See Nigadu.
- NICTAU**; village, at the forks of Tobique river, Victoria county, N. B.
- NICTOR**; lake, headwaters of Little Tobique river, Restigouche county, N. B.
- NIGADU**; river and village, Gloucester county, N. B. (Not Nickadow, Nigado, nor Nigadoo.)
- Niganishe**. See Ingonish.
- NIGEI**; island, near northwest end of Vancouver island, B.C. (Not Galiano.) To avoid duplication. See Galiano island, strait of Georgia.
- NIGGER**; island, between Belleville and Trenton; also narrows, bay of Quinte; Hastings county, Ont. (Not Nigger island narrows.)
- NIKABAU**; lake and river, headwaters of Ashuapmucuan river, Chicoutimi county, Que.
- NILES**; mountain, southeast of mount Balfour, Kootenay district, B.C.
- NIMPKISH**; lake and river, in northwest portion of Vancouver island, B.C. (Not Karmutsen lake nor Klamath river.)
- NINATIGO**; lake, Stanhope township, Haliburton county, Ont. (Not Ne-na-tik-go.)
- NIOBD**; mountain, west of Slocan lake, Kootenay district, B.C.
- NIPIGON**; bay, lake, river, and railway station, Thunder Bay district, Ont. (Not Nepigon nor Neepigon.)
- NIPISIGUIT**; lake and river, emptying into the bay of same name, Gloucester county, N. B. (Not Nepisiguit, Nipisquit, nor Nipisghit.)
- NIPMENANNI**; river, a tributary of Shoshokwan river, upper Ottawa, Pontiac county, Que. (Not Nipmenane.)
- NIPPLE**; mountain, east of Frances lake, Yukon.
- NIPUKATASI**; river, emptying into Kenoniska lake, southeast of lake Evans, Abitibi district, Que. (Not Nipukatase.)
- Nipuwin**. See Netley.
- Niskitogisaw**. See Kiskittogisu.
- NISLING**; river, tributary to White river, east of Wellealey lake, Yukon. (Not Tahte.)
- Nistowaris**. See Threepoint.
- NISUTLIN**; river, emptying into Teslin lake, Yukon.
- Noddawai**. See Nottaway.
- Nodway**. See Nottaway.
- NOEL**; harbour, Crooks inlet, Hudson strait, Franklin.
- Noel**. See Nowell.
- NOGOLD**; creek, tributary to Stewart river, Yukon.
- NOIX**; ile aux, Richelieu river, St. Johns county, Que. (Not Fort Lennox.)
- NOLIN**; island, at junction of Attawapiskat and Boulder rivers, Keewatin.
- NOMINING**; lake, P.O. and railway station, Ottawa county, Que. (Not Nominique.)
- Noolki**. See Nulki.
- Noores**. See Bath.
- NORBURY**; lakes, east of Kootenay river, south of Steele, Kootenay district, B.C. (Not Fish.)
- NORDENSKIÖLD**; river, tributary to Lewes river, Yukon.
- NORNS**; mountains, southeast of Airy mountain, Kootenay district, B.C.
- NORQUAY**; mountain, northwest of Banff, Alta.
- NORTH**; bay, north shore of Hudson strait, Franklin. —channel, between Manitoulin island and the north shore of lake Huron, Manitoulin district; also lake, Harburn township, Haliburton county; Ont.
- North**. See Gladys.
- North**. See Hall.
- North**. See Old Factory.
- NORTH ALBERT**; peak, northwest of Albert peak, Selkirk mountains, Kootenay district, B.C.
- North Cornwall**. See Cornwall.
- North Devon**. See Devon.
- NORTH DUCK**; river, emptying into Duck bay, lake Winnipegosis, Man. (Not Duck River North.)
- North Branch (Kicking Horse R.)** See Amiskwi.
- NORTHEAST**; bay, Shabogama lake, Abitibi district, Que.
- Northfield**. See Hennigar.
- North Foreland**. See Queen Elizabeth.
- North Fork**. See Yoho.
- North Lincoln**. See Ellemere.
- North Lisard**. See Rowe.
- North Mya**. See Misou.
- North Nation**. See Petite Nation.
- North Porpoise**. See Ridley.
- NORTHPORT**; shoal and village, Sophiasburg township, Prince Edward county, Ont.

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**NORTH STAR**; hill, north of St. Mary river, Kootenay district, B.C.

**North Somerset.** See Somerset.

**Northumberland.** See Cumberland.

**NORTH VERMILION**; settlement, on north side of Peace river, Alta.

**North Wiltshire.** See Wiltshire.

**NOTTAWAY**; river, flowing from Mattagami lake into James bay, Abitibi district, Que. (Not Noddawai nor Nodway.)

**NOWELL**; channel, in easterly portion of Queen Charlotte sound, Coast district, B.C. (Not Noel.)

**NOZHEIATIK**; lake, east of Anshekumming lake, Rainy River district, Ont.

**NUBBLE**; mountain, Goschen island, Hecate strait, Coast district, B.C.

**NULKI**; lake, on telegraph trail, south of Nechako river, Cariboo district, B.C. (Not Noolki.)

**NUMIKANI**; lake, Sherborne township, Haliburton county, Ont. (Not Numnekaning.)

**NUTT**; post office, Missisquoi county, Que. (Not Nutt's Corners.)

**NYARLNG**; river, tributary to Little Buffalo river, south of Great Slave lake, Mackenzie.

## O

**OAK**; lake, Methuen township, Peterborough county, Ont.

**OAKBANK**; post village, east of Winnipeg, Man. (Not Oak Bank.)

**OBASHI**; lake, northwest of Attawapiskat lake, Keewatin.

**OBASHING**; lake, Pontiac county, Que. (Not Big Obashing.)

**OBASKA**; lake, north of Grand L. Victoria, Pontiac county, Que. (Not Obiska.)

**OBATOGAMAU**; lake, at the height of land south of Chibougamau lake, Abitibi district, Que.

**OBIDUAN**; lake, at headwaters of St. Maurice river, Champlain county, Que.

**OBIKOBA**; lake, northeast of lake Timiskaming, Pontiac county, Que.

**OBONGA**; lake, west of L. Nipigon, Thunder Bay district, Ont.

**OBOWANGA**; river, northwest of Obonga lake, Thunder Bay district, Ont.

**O'BRIEN**; creek, at international boundary, west of Cudahy, Yukon.

**OBSERVATION**; butte, near Gun lake, north of Nahlin river, Cassiar district, B.C. —peak, east of Peyto lake, Alta. (Not Mount Observation.)

**Observation.** See Jupiter.

**OCHIG**; lakes, north of L. St. Joseph, Keewatin.

**O'Connor.** See Kaskawulsh.

**OCTOPUS**; creek, east of Lower Arrow lake, Kootenay district; also islands at the entrance to Waiatt bay, Okisollo channel, Coast district; B.C.

**ODARAY**; mountain, south of Cathedral mountain, Kootenay district, B.C.

**ODEI**; river, tributary to Burntwood river, Keewatin. (Not Sahpoochaway.)

**ODELLACH**; river, tributary to Tobique river, Victoria county, N.B. (Not Oteloch.)

**ODIN**; mountain, west of Upper Arrow lake, Kootenay district, B.C.

**O'DONNEL**; river, emptying into east side of Atlin lake, Cassiar district, B.C. (Not Dixie creek.)

**OESA**; lake, southwest of mount Lefroy, Kootenay district, B.C.

**OGDEN**; mountain, northwest of Hector station, Rocky mountains, Kootenay district, B.C.

**OGILVIE**; post on Yukon river, near mouth of Sixty-mile river; range of mountains and river; valley, north of lake Laberge; Yukon.

**OGOKI**; lake and river, tributary to Albany river, Thunder Bay district, Ont. (Not Tiernan.)

**O'HARA**; lake, west of mount Lefroy, Rocky mountains, Kootenay district, B.C. (Not Cascade.)

**OISEAU**; lake and river, southeast of lake Winnipeg, Man. (Not Bird.)

**O'KEEFE**; mountain, between Sloko and Silver Salmon rivers, Cassiar district, B.C.

**OKISOLLO**; channel, between Quadra and Sonora islands, Coast district, B.C. (Not Okishollow.)

**OKOTOKE**; mountain, post office, and railway station, southern Alberta.

**Old Bluff.** See Yeo.

**OLD FACTORY**; river, emptying into east side of James bay, Ungava. (Not North.)

**OLDFIELD**; mountain, on Kalen island, east of Prince Rupert harbour, Coast district, B.C.

**OLDMAN**; river, tributary to Belly river, Alta. (Not Old Man's). —rock, Yukon river, between Cudahy and international boundary, Yukon.

**OLDWOMAN**; rock, Yukon river, near Oldman rock, Yukon.

**OLGA**; lake, southeast of Mattagami lake, Abitibi district, Que. —river, north shore of Hudson strait, Franklin.

**OLIVE**; mountain, northeast of mount Gordon, Rocky mountains, Alta.

**OLIVER**; mountain, southwest of mount Bonney, Selkirk mountains, Kootenay district, B.C.

**OLOMANOSHIBO**; river, Saguenay county, Que. (Not Olomanosheebo nor Olomonasheebou.)

## SESSIONAL PAPER No. 21a

- OMANEK**; island, east shore Ungava bay, Ungava.
- OMATUWI**; lake, north of Split lake, Nelson river, Keewatin. (Not O-Ma-Tou-Wi.)
- OMINECA**; mountains, and river, Cariboo and Cassiar districts, B.C. (Not Omenica, Ominica, nor Omeneca.)
- ONAMAKAWASH**; lake, southwest of Smoothrock lake, Thunder Bay district, Ont.
- ONAMAN**; river, emptying into Nipigon lake, Thunder Bay district, Ont. (Not Onamanisagi.)
- ONATAMINI**; brook, flowing into Wekusko lake, Keewatin.
- ONDERDONK**; point, Ameliasburg township, Prince Edward county, Ont.
- O'NEIL**; island, west of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Bluff nor Hog.) —post office, Huntingdon county, Que. (Not O'Neill's Corners nor O'Neil Corners.)
- ONKAMMIS**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- Ooskootim.* See Wuskwatim.
- OOTSA**; lake, southwest from Français lake, Cassiar and Cariboo districts, B.C. (Not Ootsabunket.)
- Opamiska.* See Opemiska.
- OPASATIKA**; lake, south of Abitibi lake, Pontiac county, Que.
- OPATAWAGA**; lake, northeast of Mattagami lake, Abitibi district, Que. (Not Opiwatakan.)
- OPAWIKA**; river, tributary to Waswanipi river, Abitibi district, Que.
- OPEGANO**; lake, on Burntwood river, Keewatin.
- OPEMISKA**; lake, west of Chibougamau lake, Abitibi district, Que. (Not Opamiska.)
- OPEONGO**; railway station and river, in southeastern portion of Algonquin National park, Nipissing district, Ont. (Not Great Opeongo lake.)
- OPHIE**; creek, tributary to Indian river, Yukon.
- OPICHUAN**; river, emptying into Nameben lake, Thunder Bay district, Ont. (Not Opichewan.)
- OPIKEIGEN**; lake, northwest of Eabemet lake, Keewatin.
- OPIKWAN**; lake, upper waters of Ottawa river, Pontiac county, Que. (Not Opequanne nor Opequon.)
- OPINAKA**; river, tributary to Eastmain river, Ungava. (Not Opinaca nor Straight.)
- OPINNAGAU**; river, north of Ekwan river, Keewatin. (Not Upinnakaw.)
- Opiwatakan.* See Opatawaga.
- OPONASK**; lake, northeast of Sachigo lake, Keewatin. (Not Little Sachigo.)
- ORCHAY**; river, tributary to Pelly river, west of Ross river, Yukon.
- ORIGINAL**; bay and cape, Rimouski county, Que. (Not Arignole.)
- ORLEANS**; P. O., Gloucester township, Carleton county, Ont. (Not St. Joseph d'Orleans.)
- OROMOCTO**; island, lake, river, and village, Sunbury and York counties, N.B. (Not Oronocto.)
- Oronocto.* See Oromocto.
- OSBOURNE**; bay, Eagle lake, Rainy River district, Ont. (Not Osbourne's.)
- OSIPASINNI**; lake, east of Kakagi lake, Rainy River district, Ont. (Not Boulder.)
- OSISKO**; lake, southeast of Abitibi lake, Pontiac county, Que.
- OSKELANEO**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- OSNABRUCK**; township, and Osnabruk Centre, post village, Stormont county, Ont. (Not Osnabruk.)
- OSPWAGAN**; lake, north of Paint lake, Keewatin. (Not Pipe nor Pipestone.)
- O'SULLIVAN**; lake, at headwaters of Ottawa river, Montcalm county, Que. —river, flowing through Puskitamika lake into Waswanipi lake, Abitibi district, Que.
- OTAKUS**; lake, north of Berry lake, Rainy River district, Ont. (Not Otakoose.)
- OTANABI**; lake, upper waters of Ottawa river, northwest of Grand L. Victoria, Pontiac county, Que.
- OTAUWAW**; river, tributary to Lesser Slave river, Alta. (Not O-Tow-Wow.)
- OTCHISK**; river, tributary to Waswanipi river, Abitibi district, Que.
- Otelloch.* See Odellach.
- OTOSKWIN**; lake and river, tributary to Badesdawa lake, upper Winisk river, Keewatin.
- OTTAWA**; creek, tributary to Dominion creek, Yukon. —city, Carleton county, Ont. —county, Que. —river which in lower portion forms the boundary between Ontario and Quebec. —lake, in Joliette county, Que.
- Otter.* See Fantail.
- OTTERHEAD**; river, tributary to Kicking Horse river, Kootenay district, B.C.
- OTTERTAIL**; river, mountain range, and railway station, Kootenay district, B.C.
- Ouasiemaska.* See Washimeska.
- Oulac.* See Aulac.
- OUTER DUCK**; island, east of Great Duck island, the most southerly of the Duck islands, Manitoulin district, Ont.
- Outer Sturgeon.* See McCreary.
- Oval.* See Kawawia.
- OVERFLOW**; lake, on Olga river, north shore of Hudson strait, Franklin.

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**OWEN**; bay, north shore of Okisollo channel, Coast district; also mountain, south of Cathedral mountain, Kootenay district; B.C. —channel and island, between Manitoulin and Fitzwilliam islands, Manitoulin district, Ont.

**Ox**; point, the western extremity of point Anne, Thurlow township, Hastings county, Ont.

**OXDRIFT**; railway station, Rainy River district, Ont.

**Oxstall**. See Ecstall.

**OXTONGUE**; lake and river, Haliburton county, Ont. (Not Ox Tongue.)

**Osnabruck**. See Osnabruck.

**OZHISKI**; lake, southwest of Attawapiskat lake, Keewatin.

**OZHUSKANS**; rapids, upper Winisk river, Keewatin.

## P

**PACHENA**; point, south of Pachena bay, west coast of Vancouver island, B.C. (Not Beegadoss nor Beeghadoss.)

**PADDLE**; river, tributary to Pembina river, Alta.

**Paddle**. See Boyer.

**PAGE**; point, Oyster harbour, east coast of Vancouver island, B.C.

**PAGWACHUAN**; lake, and river tributary to Kenogami river, Algoma and Thunder Bay districts, Ont. (Not Bagutchuan river, Pawgutchewan river, Powgulchuan lake, nor Pawghtchewan lake.)

**Painkiller**. See Gamakagamik.

**PAINSEC**; post village and railway station, Westmorland county, N.B. (Not Painsec Junction.)

**PAINT**; lake and river, tributary to Grass river, Keewatin.

**PAISLEY**; point, Douglas channel, west of Maitland island, Coast district, B.C.

**PAKONSIGANE**; river, upper waters of Manuan river, St. Maurice county, Que.

**PAKOWKI**; lake, southeastern Alberta. (Not Pakokee, Pak-oghkee, nor Peekopee.)

**PAKWA**; lake, on Grass river, Keewatin. (Not Pakwahigan nor Paquehigan.)

**PALLISER**; mountain range, pass, river, and railway station, Kootenay district, B.C.

**PALMER BAR**; creek, tributary to Moyie river, Kootenay district, B.C.

**PANTAGE**; lake, on telegraph trail, south of Blackwater river, Cariboo district, B.C. (Not Pelican.)

**PAPINEAU**; brook and lake, Wicklow township, Hastings county, Ont. —lake, Ottawa county, Que. (Not Lac du Commandant.)

**PARADISE**; mountain peak, south of Sloko river, Cassiar district, B.C. —valley, north of mount Temple, Alta.

**PARC LAVAL**; post office, Laval county, Que.

**PARIZEAU**; point, on east side of Digby island, Prince Rupert harbour, Coast district, B.C.

**PARK**; mountain, west of mount Biddle, Rocky mountains, Kootenay district, B.C.

**PARKER**; creek, tributary to Klondike river, Yukon. —island and landing, south of Shute point, Bruce county, Ont.

**PARRSBORO**; parish, river, and town, Cumberland county, N.S. (Not Parrsborough.)

**PARRYWOOD**; railway station, Rainy River district, Ont.

**PARSON**; rock, Active pass, strait of Georgia, New Westminster district, B.C.

**Partipique**. See Portapique.

**Partridge Crop**. See Pineimuta.

**PASHASHIBU**; bay, Saguenay county, Que. (Not Pashaasheebou.)

**PASIMINIKANA**; lake, at headwaters of St. Maurice river, Champlain county, Que.

**PASHKOKOGAN**; lake and river, southeast of L. St. Joseph, Thunder Bay district, Ont.

**PASKAGAMA**; lake, upper waters of Migiskan river, Abitibi district, Que.

**Paskekegan**. See Piskahegan.

**PASQUA**; range of hills, and river tributary to the Saskatchewan, Keewatin and Sask. (Not Basquia nor Basquian.)

**Pass**. See Blakiston.

**PAUDASH**; brook, lake, and post office, Cardiff township, Haliburton county, Ont.

**PAUGH**; lake, Sherwood township, Renfrew county, Ont.

**PAUKTORVIK**; island, southwest shore Ungava bay, Ungava.

**Pawghtchewan**. See Pagwachuan.

**Pawgutchewan**. See Pagwachuan.

**Payoonan**. See Peonan.

**PAYNE**; lake, and river emptying into Ungava bay, Ungava. (Not Tasurak.)

**PEAK**; lake, southwest of Dinorwic lake, Rainy River district, Ont.

**Pear**. See Dromedary.

**PEARCE**; mountain, northwest of mount McNicoll, Selkirk mountains, Kootenay district, B.C.

**PEARSON**; island, west of Belanger point and east of Greene island, Manitoulin district, Ont. (Not Little Grant.)

**Peashiebes**. See Pishti.

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- PEAVINE**; creek, tributary to Moyle river, Kootenay district, B.C.
- Pebble**. See *Lowes*.
- Pecagoguicque**. See *Becaguimec*.
- Peehopes**. See *Pakowki*.
- PEEL**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Prince Edward nor Tent.)
- Pee-pee-ke-wah-be-kung**. See *Pipikwabi*.
- PEGGY COVE**; village, Halifax county, N.S. (Not *Peggy's Cove*.)
- PEKISKO**; creek, tributary to Highwood river, Alta. (Not Middle Branch of Highwood R.)
- PELEE**; island and point, and Pelee Island P. O., Essex county, Ont. (Not Pelee, Pointe Pelee, nor Pele.)
- PELERIN**; post settlement, Kent county, N.B. (Not *Pelering* nor *Fuelling*.)
- Pelican**. See *Pantage*.
- Pelican**. See *Primeau*.
- PELTY**; mountains, lakes, and river, Yukon.
- PEN**; lake, Nightingale township, Haliburton county, Ont.
- PENASSI**; river, west of Manitou lake, Rainy River district, Ont.
- PENCIL**; lake, Cavendish township, Peterborough county, Ont.
- PENDER**; island, in southern portion of the strait of Georgia, New Westminster district, B.C.
- Pender**. See *Brabant*.
- Pender**. See *Walkem*.
- PENETANGORE**; river, emptying into lake Huron at Kincardine, Bruce county, Ont.
- PENETANGUISHENE**; town, Simcoe county, Ont. (Not *Penetang*.)
- PENITENTIARY**; shoal, southwest of Kingston, Frontenac county, Ont. (Not *Prince Regent*.)
- Penny**. See *Cumberland*.
- PENTECÔTE**; river, Saguenay county, Que. (Not *Pentecost*.)
- PEONAN**; creek, tributary to Saskatchewan river, near Ft. à la Corne, Sask. —point in northerly part of lake Manitoba, Man. (Not *Payonnan*.)
- Pepechekau**. See *Pipishikau*.
- Pepisquew**. See *Weibikwei*.
- Pequaket**. See *Pikwaket*.
- PERCY**; lake, Harburn township, Haliburton county, Ont.
- PERKLESHIN**; mountain, near Stikine river, between Anuk and Scud rivers, Cassiar district, B.C.
- PERIBONKA**; river, emptying into lake St. John, Que. (Not *Peribonca*.)
- PERKINS**; peak, north of Pugh peak, southern Yukon.
- PERLEY ROCK**; mountain spur, near Terminal peak, Selkirk mountains, Kootenay district, B.C.
- PERRY**; creek, tributary to St. Mary river; also ridge west of Slocan river; Kootenay district, B.C. (Not *Perry's*.)
- PERSEVERANCE**; island, west of Fitzwilliam island, Manitoulin district, Ont.
- PERTHES**; point, in northerly portion of Tagish lake, Yukon. (Not *Perther's*.)
- PETAWAWA**; military reserve, railway station, river, township, and village, Renfrew county, Ont. (Not *Petewawa*.)
- PETER**; rock, off the north shore of L. Ontario, between Cobourg and Port Hope, Northumberland county, Ont. (Not *Gale island*.)
- PETERSON**; range of mountains, northwest of lake Laberge, Yukon.
- PETERS ROAD**; village, Kings county, P.E.I. (Not *Peter's Road*.)
- PETHINUS**; peninsula, Great Slave lake, Mackenzie. (Not *Peth-the-nu-eh*.)
- PETITCODIAC**; river, Albert and Westmorland counties, N.B. (Not *Petecoudiac* nor *Petit Coudiac*.)
- Petite**. See *Walton*.
- PETITE NATION**; river, tributary to the Ottawa, from the north. (Not *Nation* nor *North Nation*.)
- Petite Nation**. See *South Nation*.
- PETT ROCHER**; post village, Gloucester county, N.B. (Not *Petite Roche* nor *Petite Rocher*.)
- PETROLIA**; town, Lambton county, Ont. (Not *Petrolea*.)
- PEVERIL**; mountain peaks, southwest of Goodwin creek, Cassiar district, B.C.
- PETTO**; glacier and lake, northwest of Bow lake, Alta. (Not *Peyto's* nor *Glacier lake*.)
- PHILIP**; river, emptying into Northumberland strait, Cumberland county, N.S. (Not *Phillip*.)
- PHILIPS**; point, on east side of Digby island, Prince Rupert harbour, Coast district, B.C.
- PHILMONRO**; settlement, Kings county, N.B. (Not *Philmaro* nor *Philomaro*.)
- PHORBE**; point, northwesterly point of Fitzwilliam island, Manitoulin district, Ont.
- PHOTOGRAPH**; mountain, Kitimat arm, Coast district, B.C.
- PIASHTI**; bay and river, Saguenay county, Que. (Not *Peashte-bai*, *Piastre Bay*, nor *Peashteebee river*.)
- Piastre**. See *Piashti*.

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- PICHENNINNIS**; brook, south of Eagle lake, Rainy River district, Ont.
- PICHINAMEI**; lake, south of Attawapiskat lake, Keewatin.
- Pickering**. See Frenchman.
- PICKLE**; lake, east of Kapkichi lake, upper Winisk river, Keewatin.
- Pickwaket**. See Pikwaket.
- PICTURE NARROWS**; lake, west of Manitou lake, Rainy River district, Ont.
- PIEROMONTA**; river, emptying into Kempt lake, St. Maurice county, Que.
- PIJUWYAN**; lake, and river tributary to Waswanipi river, above Opawika river, Abitibi district, Que. (Not Pijou Wyan.)
- PIKAPAO**, river, tributary to Moisie river, Saguenay county, Que. (Not Pikopao.)
- PIKE**; lake, mountain, and river, south of Atlin lake, Cassiar district, B.C.
- PIKITIGUSHI**; river, emptying into the northern end of Nipigon lake, Ont. (Not Pickitigouching nor Muddy.)
- Pikopao**. See Pikapao.
- PIKWAKET**; brook and mountain, Kings county, N.B. (Not Pequaket nor Pickwaket.)
- PILOT**; bay and point, and Pilot Bay settlement, Kootenay lake, Kootenay district. (Not Cape Horn nor Pirate bay); also point, southeast corner of Gribbell island, Coast district; B.C. — lake, Burleigh township, Peterborough county, Ont.
- PINBURY**; point, Departure bay, east coast of Vancouver island, B.C.
- PINCHED-NECK**; lake, at headwaters of Rupert river, north of lake Mistassini, Mistassini district, Que.
- PINE**; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.
- Pine**. See Clark.
- Pine**. See Minago.
- Pine**. See Shingwak.
- Pine Island lake**. See Cumberland.
- PINEMUTA**; lake, west of L. St. Martin, Man. (Not Partridge Crop.)
- PINEROOT**; river, emptying into Athapapuskow lake, Keewatin.
- PINE TREE**; harbour and point, southeast of Johnston harbour, Bruce county, Ont.
- Pine Wood**. See Frederick.
- PINGSTON**; creek, west of Upper Arrow lake, Kootenay district, B.C.
- PINK**; river, flowing northeasterly into Reindeer lake, Sask. (Not Vermillion.)
- PINNACLE**; mountain, southwest of mount Temple, Alta.
- Pinnade**. See Cathedral.
- PINTO**; creek, north of Wood mountain, Sask. (Not Pinto Horse.)
- Pipe**. See Oswagan.
- PIPESTONE**; lake, south of Cross lake, Nelson river, Keewatin. — pass and river, Rocky mountains, Alta. (Not Pipe creek.)
- Pipestone**. See Oswagan.
- PIPIKWABI**; lake, Stanhope township, Haliburton county, Ont. (Not Pee-pee-ke-wah-be-kung.)
- Pipestone**. See Oswagan.
- PIPISHIKAU**; river, Saguenay county, Que. (Not Pepechekau.)
- PIPMAKAN**; lake, Chicoutimi county, Que. (Not Pipmaukin nor Pitmuakan.)
- Pirate**. See Pilot.
- PISHIDGI**; lake, west of L. Nipigon, Thunder Bay district, Ont.
- PISKAHEGAN**; river, tributary to Magaguadavic river, Charlotte county, N.B. (Not Paskekegan nor Piskehagan.)
- PITOPIKO**; lake, an expansion of Manuan river, upper St. Maurice river, Champlain county, Que. (Not Pitopieco.)
- PITT**; creek, tributary to St. Mary river, Kootenay district, B.C.
- PITTS**; mountain, southwest of the junction of Yukon, Lewes and Pelly rivers, Yukon.
- PIZUSTIGWAN**; river, northwest of Attawapiskat lake, Keewatin.
- PLATEAU**; creek, flowing into Torres channel, Atlin lake, Cassiar district, B.C.
- PLEASANT**; point, the eastern extreme of Prince Edward county, Ont. (Not Indian.)
- PLOVER**; island, west coast Ungava bay, Ungava.
- PLUMPER**; passage, channel between Discovery and Chain islands, Haro strait, New Westminster district, B.C. (Not Discovery.)
- Plumper's**. See Active.
- Pocmouche**. See Pokemouche.
- Pocowagamis**. See Pokowagamis.
- Point de Buts**. See Pont à Buot.
- POINTE-DES-MONTS**; post office, Saguenay county, Que. (Not Pointe de Monts.)
- POINT EDWARD**; town, Lambton county, Ont.
- POINTE LA GARDE**; village, Bonaventure county, Que. (Not Pointe à la Garde.)
- POINT FORTUNE**; post village, Vaudreuil county, Que.



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- POINT SAPIN**; post village, Kent county, N.B.
- POINT WOLF**; town, Albert county, N.B. (Not Point Wolfe.)
- POKEMOUCHE**; river, Gloucester county, N.B. (Not Poemouche nor Pockmouche.)
- POKER**; creek, branch of Walker creek, near international boundary, Yukon.
- POKESUDI**; island, at west entrance to Shippigan harbour, Gloucester county, N.B. (Not Poc Sudie, Poksudi, Pokesudie, Pokesuedie, nor Pokesoudie.)
- POKIOK**; river and village, York county, N.B. (Not Pokiok nor Poquiok.)
- Pokkattawagan**. See Pukkatawagan.
- POKOWAGAMIS**; lake, and river tributary to Eel river, York county, N.B. (Not Pooowagamis nor Pooowogamis.)
- POLLINGER**; mountain, northeast of Kiwetinok peak, Rocky mountains, Kootenay district, B.C.
- PONT A BUOT**; village, Westmorland county, N.B. (Not Point de Bute nor Pointe de Bute.)
- PONTAX**; river, emptying into James bay, north of Rupert river, Mistassini district, Que. (Not Pontiac.)
- Pontiac**. See Pontax.
- POOLE**; island, north of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Pool.)
- POOLES RESORT**; post office and summer resort on the St. Lawrence, Leeds county, Ont. (Not Poole's Resort.)
- POPLAR**; point, near the mouth of Rupert river, Mistassini district, Que.
- POPES**; peak, in the Bow range of the Rocky mountains, Alta. and Kootenay district, B.C. (Not Pope's.)
- Poquiok**. See Pokiok.
- PORCUPINE**; creek, tributary to Stikine river, south of Anuk river, Cassiar district; also creek tributary to Kicking Horse river, near Leancoil, Kootenay district; B.C. —point and reef, southeast of cape Hurd, Bruce county, Ont. —river, tributary to Yukon river, northwestern Yukon.
- PORLIER**; pass, between Galiano and Valdes islands, strait of Georgia, New Westminster districts, B.C. (Not Portier.)
- PORPHYRY**; island, point and reef, south of Edward island, Manitoulin district, Ont.
- PORTAGE**; bay and point, east of Gatacre point, Manitoulin island, Manitoulin district, Ont.
- PORTAL**; peak, east of mount Baker, Alta. (Not Mount Portal.)
- PORTAPIQUE**; river and village, Colchester county, N.S. (Not Partipique nor Port au Pique.)
- PORT BICKERTON**; village, Guysborough county, N.S. (Not Port Beckerton.)
- PORT DANIEL**; harbour and village, Bonaventure county, Que. (Not Port Daniel East nor St. George Port Daniel.)
- PORT ELGIN**; town, Bruce county, Ont.
- Port Essington**. See Essington.
- PORTER**; creek, tributary to Indian river, Yukon. —lake, between Atlin and Gladys lakes, and landing, at north end of Dease lake; Cassiar district, B.C. (Not Porter's Landing.)
- PORT HERBERT**; village, Shelburne county, N.S. (Not Port Ebert, Big Port le Bear, Big Port l'Hebert nor Port L'Hebert.)
- Portier**. See Porlier.
- PORT JOLI**; village, Queens county, N.S. (Not Port Jolie.)
- PORT LATOUR**; village, Shelburne county, N.S. (Not Port la Tour nor Port Letour.)
- PORT LEWIS**; post office, Huntingdon county, Que. (Not Port Louis.)
- PORT LORNE**; post office and lighthouse station, Annapolis county, N.S. (Not Marshall Cove nor Port Williams.)
- Port Matoon**. See Port Mouton.
- Port Medway**. See Medway.
- PORT MOUTON**; village, Queens county, N.S. (Not Port Matoon.)
- PORTOBELLO**; stream; emptying into French lake, Sunbury county, N.B. (Not Porto Bello nor Portobella.)
- Port Williams**. See Port Lorne.
- POTTER**; point, Ameliasburg township, Prince Edward county, Ont.
- POUCE COUPÉ**; river, tributary to Peace river, Alta. (Not Echafaud.)
- POULAMON**; bay, Richmond county, N.S. (Not Poulament nor Poulamond.)
- POVERTY**; lake, Monmouth township, Haliburton county, Ont.
- POWER**; lake, east of Anshekumming lake, Rainy River district, Ont.
- Powgulchuan**. See Pagwachuan.
- PRAIRIES**; rivière des, separates the county of Laval from the counties of Hochelaga and Jacques Cartier, Que. (Not Back river.)
- PREJEVALSKY**; point, lake Bennett, Yukon. (Not Prejevalski.)
- Present**. See Larder.
- PRESIDENT**; range of mountains and pass, west of Yoho valley, Rocky mountains, Kootenay district, B.C. (Not Emerald.) So named for the president of the Canadian Pacific Railway Company.
- President**. See Larder.

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- PRESQU'ILE**; bay, peninsula, and point, near south-east corner of Northumberland county, Ont.
- PRESQUILE**; river, tributary to St. John river, Carleton county, N.B. (Not Presqu'ile.)
- PREVOST**; island, off the west end of Active pass, strait of Georgia, New Westminster district, B.C.
- Prevost.* See Kungit.
- PRIAM**; lake, west of Manitou lake Rainy River district, Ont.
- PRIM**; point, at entrance to Annapolis basin, Digby county, N.S. (Not Rogers.)
- PRIMEAU**; lake, an expansion of Churchill river, Sask. (Not Pelican.)
- PRINCE ALBERT**; peninsula, northwesterly portion of Victoria island, Franklin. (Not Prince Arthur Land.)
- PRINCE EDWARD**; bay and point, Prince Edward county, Ont. (Not South bay nor South Bay point.)
- Prince Edward.* See Peel.
- Prince Henry Foreland.* See Hopes Advance.
- Prince of Wales.* See Wales.
- PRINCE OF WALES**; island, northwest of Boothia peninsula, Franklin.
- PRINCE PATRICK**; island, north of Banks island, Franklin.
- Prince Regent.* See Penitentiary.
- PRINCE RUPERT**; harbour, and transcontinental railway terminus on Kalen island, Coast district, B.C.
- PRINCETOWN**; village, Prince county, P.E.I. (Not Prince Town.)
- PRITZLER**; harbour, north shore of Hudson strait, Franklin. (Not Pritzer's nor Jackman sound.)
- PROCTER**; creek and settlement, south of Balfour, Kootenay lake, Kootenay district, B.C. (Not Proctor.)
- PROMISE**; island, at the entrance to Douglas channel, Coast district, B.C.
- PROUD-SITTING**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- PROVIDENCE**; bay and point, south shore Manitoulin island, Manitoulin district, Ont.
- PROVOKING**; lake, in Algonquin National park, Nipissing district, Ont.
- PTARMIGAN**; creek, flowing into a large lake of the Pelly group, Yukon.
- PUDDING**; burn, tributary to St. Mary river, Kootenay district, B.C.
- Puellerig.* See Pelerin.
- PUGH**; peak, northwest of the "big bend" of Wheaton river, southern Yukon.
- Puke-lowogsein.* See Setting.
- PUKKATAWAGAN**; lake and river, Churchill river, Keewatin. (Not Pokkattawagan nor Puk-a-ta-wa-gan.)
- PULPIT**; peak, south of Turquoise lake, Rocky mountains, Alta.
- PULPWOOD**; point, southwestern side of Cookburn island, Manitoulin district, Ont.
- PULTENEY**; point, southwestern extreme of Malcolm island, at entrance to Broughton strait, Coast district, B.C. (Not Graeme.) This is the point on which stands the lighthouse established in 1905.
- PULTON**; bay and point, south shore of Okisollo channel, Coast district, B.C.
- PUNICHUAN**; bay, in the southern end of lake Mistassini, Mistassini district, Que.
- PUNK**; island, 3 miles southeast of Grindstone point, L. Winnipeg, Man. (Not Deer nor Reindeer.)
- Punk.* See Deer.
- PURITY**; glacier and mountain, Selkirk mountains, Kootenay district, B.C. (Not Lardo.)
- PURVIS**; bank, northwest of Greene island, Manitoulin district, Ont.
- PUSKITAMIKKA**; lake, south of Waswanipi lake, Abitibi district, Que.
- PYRAMID**; creek, tributary to St. Mary river, Kootenay district, B.C. —mountain, north of mount Gray, southern Yukon.

## Q

- Quadacha.* See Kwadacha.
- QUADRA**; island, between Discovery passage and Okisollo channel, Coast district, B.C. The southern portion of what was formerly Valdes island.
- Quaneca.* See Kwadacha.
- QUARRY**; point, Manitoulin island, Manitoulin district, Ont.
- QUARTZ**; creek, branch of McDame creek, Dease river, Cassiar district, B.C. —creek, tributary to Indian river, Yukon.
- Quatawamkedgewick.* See Kedgwick.
- QUEBEC**; creek, tributary to Yukon river, below Dawson, Yukon.
- QUEEN**; point, forms the western boundary of Walkhouse bay, Manitoulin island, Manitoulin district, Ont.
- QUEEN ELIZABETH**; foreland, southeast point of Loks Land, Franklin. (Not North Foreland.)
- QUEENSPORT**; harbour, Guysborough county, N.S. (Not Queen's Port nor Crow Harbour.)
- QUEENSTON**; village, and Queenston heights, Lincoln county, Ont. (Not Queenstown.)
- QUESNEL**; lake, mining division, river, and village, Cariboo district, B.C. (Not Quesnelle.)

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**QUETACHU**; bay, Saguenay county, Que. (Not Quetachoo.)

**QUIET**; lake, northeast of Teslin lake, Yukon.

**QUINN**; creek, branch of Sulphur creek, Indian river, Yukon. (Not Quin.)

**QUINTE**; bay of, in L. Ontario, almost separating Prince Edward county from the mainland of Ontario. (Not Quinté.)

**QUINZE**; lac des, an expansion of the upper Ottawa river, Pontiac county, Que.

**QUIO**; river, tributary to the Ottawa, Pontiac county, Que.

**QUISFAMIS**; post village, Kings county, N.B. (Not Quispanais.)

**QUYON**; railway station and village, Pontiac county, Que. (Not Quio.) Reversal of previous decision.

## R

**RABBIT**; mountain and river, east of lake Evans, Abitibi district, Que.

**RACE**; rocks, off the south point of Vancouver island, B.C. (Not Race islands.)

**RAGGED**; bight, northeast of cape Hurd, Bruce county; also lake in the Algonquin National park, Nipissing district; Ont.

**RAINY**; creek, tributary to Elbow river, Alta. — creek, tributary to Moyle river, Kootenay district, B.C.

**RAISIN**; river, Glengarry and Stormont counties, Ont. (Not Black R., R. au Raisin, nor Riv. aux Raisins.)

**RALEY**; point, north of Clio bay, Kitimat arm, Coast district, B.C.

**RAMSAY**; river, emptying into Crooks inlet, north shore of Hudson strait, Franklin.

**RANCH**; point, Nanoose harbour, east coast of Vancouver island, B.C.

**RAPIDE DE FEMME**; post village, Victoria county, N.B. (Not Rapid de Femme nor Rapide des Femmes.)

**RAPIDES**; lac des, upper Ottawa river, southeast of Barriere lake, Pontiac county, Que.

**RAQUETTE**; river, Vaudreuil county, Que.

**RATHBUN**; bay and point, east of Jenkins point, Manitoulin island, Manitoulin district, Ont.

*Rat Portage lake.* See Manigotagan.

*Rattlesnake.* See Bagot.

**RAWSON**; harbour and island, north shore of Hudson strait, Franklin. (Not Harbour island.)

**RAYMOND**; passage, south from Seaforth channel, Coast district, B.C. (Not Hecate channel.)

**READER**; lake, northwest of The Pas, Keewatin.

**RED**; bay, south of Golden valley, Bruce county, Ont.

**RED DAN**; reef, southeast of Birch point, Manitoulin island, Manitoulin district, Ont.

**RED DEER**; lake, and river emptying into lake Winnipegosis, Sask.

*Red Deer.* See La Biche.

**REDDING**; creek, tributary to St. Mary river, Kootenay district, B.C.

**REDNERSVILLE**; village, Ameliasburg township, Prince Edward county, Ont.

**REDSTONE**; brook and lake, Guilford township, Haliburton county, Ont.

**REED**; lake, northeast of Cormorant lake, Keewatin.

*Reef.* See Bonnet.

**REEVES**; harbour, Big island, Hudson strait, Franklin.

**REID**; mountain, southeast of lake Evans, Abitibi district, Que. —point, south of Red bay, Bruce county, Ont. —rock, south of George island, Halifax harbour, Halifax county, N.S. (Not Reed.)

**REID MILLS**; post office, Dundas county, Ont. (Not Reid's Mills.)

**REINDEER**; creek, tributary to Yukon river, south of Indian river, Yukon.

*Reindeer.* See Punk.

**REMIC**; rapids, in Ottawa river, about two miles west of Ottawa city. (Not Remicks, Remix, nor Remous.)

**REMINGTON**; creek, tributary to Indian river, Yukon.

*Remous.* See Remic.

**RESERVE**; point, Active pass, strait of Georgia, Westminster district, B.C.

**RESOLUTION**; island, at entrance to Frobisher bay, Franklin. (Not Tudjakdjuan.)

*Resolution.* See Warwick.

**RESTIGOUCHE**; county and river, northern New Brunswick. (Not Ristigouche.)

**REVELSTOKE**; town, at the western crossing of Columbia river, Kootenay district, B.C.

**REXTON**; town, Kent county, N.B. (Not Kingston.)

**RIBBON**; river, tributary to Manuan river, upper St. Maurice, Champlain county, Que. (Not Rivière au Ruban.)

**RICHARD**; point, Nanoose harbour, east coast of Vancouver island, B.C.

**RICHMOND**; gulf, north of Little Whale river, Ungava. (Not Richmond lake). —village, Carleton county, N.B. (Not Richmond Corner.)

*Richmond.* See Malpeque.

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- RICHTHOFEN**; island and valley, lake Laberge, Yukon. (Not Richtofen.)
- RICKETT**; harbour, eastern side of Cockburn island and southwesterly from Cinder point, Manitoulin district, Ont.
- RICKLEY**; harbour, west of Burnt island, and north of Western Duck island, Manitoulin district, Ont.
- RIDGEWAY**; creek, tributary to Moyie river, Kootenay district, B.C.
- RIDLEY**; island, south of Kaien island, Chatham sound, Coast district, B.C. (Not Flat.)
- RIGAUD**; river, a small tributary of the Ottawa, Glengarry and Prescott counties, Ont. and Vaudreuil county, Que. (Not Rivière à la Graisse.)
- RIGOLET**; settlement, at narrows of Hamilton inlet, Ashuanipi district, Que. (Not Rigoulette.)
- RINDA**; a spur of the Valhalla mountains, Kootenay district, B.C.
- RINGNES**; islands, southwest of Axel Heiberg island, Franklin.
- RINK**; rapid, in Lewes river, below Tatchun river, Yukon.
- RIRDON**; point, Boxer reach, Coast district, B.C.
- RIP**; point, Active pass, strait of Georgia, New Westminster district, B.C.
- RIPPLE**; creek, tributary to Moyie river, Kootenay district, B.C. (Not Meadow.) —reef, west of Lyal island, Bruce county, Ont.
- River Beaudette.* See Baudet.
- RIVIÈRE DES CACHES**; village, Northumberland county, N.B. (Not River de Cache nor Rivière du Cache.)
- RIVIÈRE DES CHUTES**; village, Carleton county, N.B. (Not River de Chute.)
- RIVIERE-DES-FEVES**; post office, Chateaugua county, Que. (Not Rivières des Fèves.)
- RIVIERE-DES-PRAIRES**; village, Hochelaga county, Que.
- RIXON**; rock, near North point, at entrance to Georgian bay, Manitoulin district, Ont.
- ROBERT**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Cherry nor Sumac. —lake, Marten river, above Teskau lake, Mistassini district, Que. —point, Markham bay, Hudson strait, Franklin.
- ROBERTS**; bay, in South bay, Manitoulin island, Manitoulin district, Ont.
- ROBERTSON**; cove, north of Lizard islands, Manitoulin district, Ont. (Not Jackson.) —creek, tributary to Little Slokan river, Kootenay district; also mountain, near Stikine river, north of Iskut river, Cassiar district; B.C.
- ROBINSON**; cove, Big island, bay of Quinte, Prince Edward county, Ont. —sound, northeast of Cornell Grinnell bay, Franklin. (Not Robinson's.)
- ROB ROY**; creek, tributary to Dominion creek, Indian river, Yukon.
- ROBSON**; town and railway station, on Columbia river, Kootenay district, B.C.
- ROCHELLE**; post office, Shefford county, Que. (Not Ste. Anne-de-Stukely.)
- ROCHE PERCEE**; railway station, southeastern Saskatchewan. (Not Roche Percé.)
- ROCK**; lake, Nightingale township, Haliburton county, Ont.
- Rock.* See Lazy.
- ROCKCLIFFE**; village, Renfrew county, Ont. (Not Rockcliffe.)
- ROCKSPRINGS**; post office, Leeds county, Ont. (Not Rock Springs.)
- Rocky.* See Descanso.
- Rocky.* See Tinson.
- ROES WELCOME**; sound, in the northwestern portion of Hudson bay, Keewatin. (Not Rowe's Welcome nor Sir Thomas Rowe's Welcome.)
- ROGERS**; lake, northeast of lake Timiskaming, Pontiac county, Que. —glacier, pass, and peak, and Rogers Pass railway station, Selkirk mountains, Kootenay district, B.C.
- Rogers.* See Prim.
- ROGERSVILLE**; parish, Northumberland county, N.B. (Not Rogerville.)
- ROGGAN**; river, emptying into James bay, Ungava. (Not Bishop Roggan nor Great Bishop Roggan.)
- ROLLINGDAM**; post village, Charlotte county, N.B. (Not Rolling Dam.)
- ROMAINE**; river, emptying into the lower St. Lawrence, opposite Mingan islands, Saguenay county, Que.
- Root.* See Carrot.
- ROSE**; lake and river, at headwaters of Nisutlin river, Yukon. —pass, at head of St. Mary river, Kootenay district, B.C.
- ROSEBUD**; creek, tributary to Stewart river, Yukon. —river, tributary to Red Deer river, Alta. (Not Arrowwood.)
- ROSENFELD**; rock, northeasterly from the east point of Saturna island, strait of Georgia, New Westminster district, B.C. (Not Rosenfelt.)
- ROSEVILLE**; village, Prince county, P. E. I. (Not Little or South Mimingash, nor Minimegash.)
- ROSS**; island, between the east and west branches of Nelson river, Keewatin. —isthmus and peninsula, northeasterly portion of Franklin isthmus, Keewatin. (Not James Ross). —peak, Selkirk mountains; also lake south of Stephen station; Kootenay district, B.C. —river, tributary to Pelly river, Yukon.
- ROSSMORE**; village, Ameliasburg township, Prince Edward county, Ont.

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- ROUGE**; lake, Wolfe township, Terrebonne county, Que. (Not Lac de la Rouge.)
- ROUGH**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Hamilton nor Little.)
- Rougie**. See Salisbury.
- Round**. See Ghost.
- Round**. See Lacroix.
- Rousseau**. See Arosen.
- Roussin**. See Arosen.
- ROUTE**; lake, west of Manitou lake, Rainy River district, Ont.
- ROWAN**; lake, northeast of Kakagi lake, Rainy River district, Ont.
- ROWE**; island, the northerly one of the Lisard group, Manitoulin district, Ont. (Not North Lisard.)
- Ross**. See Roes.
- ROXBURGH**; post settlement, Albert county, N.B. (Not Roxborough.)
- Royal George**. See Myles.
- Ruban**. See Ribbon.
- RUBY**; creek, tributary to Indian river, Yukon. — creek and mountain, west of Surprise lake, Cassiar district; also mountains east of Columbia river, between the Arrow lakes, Kootenay district, B.C.
- RUDYARD**; reef, west of Queen point, Manitoulin island, Manitoulin district, Ont.
- RUPERT**; bay and river, Mistassini district, Que. Rupert House, H. B. Co.'s post, at mouth of river.
- RUSAGONIS**; river and village, Sunbury county, N.B. (Not Rusagornis nor Rushagornis.)
- Rushagornis**. See Rusagonis.
- RUSSEL**; creek, tributary to Little Slokan river, Kootenay district, B.C. — island and reef, southeast of Cove island, at entrance to Georgian bay, Bruce county, Ont.
- RUSSELL**; arm and point, on northwest side of Prince Rupert harbour, Coast district, B.C.
- RUTH**; island, Nanoose harbour, east coast of Vancouver island; also lake and river, west of Nakina river, and south of Chikoida mountain, Cassiar district; B.C.
- RYCKMAN**; post village, Wentworth county, Ont. (Not Ryckman's Corners.)
- Rykerts**. See Bedlington.
- S**
- SABLE**; river, southeast of Chiefs point, Bruce county, Ont.
- Sable**. See Ausable.
- SACHIGO**; lake, and river tributary to Severn river, Keewatin. (Not Achigo.)
- Sackawatisi**. See Sassawatisi.
- SADDLE**; mountain, near confluence of Stikine and Anuk rivers, Cassiar district, B.C. — mountain, southeast of mount Fairview, Alta. (Not "The Saddle.")
- SADDLEBACK**; island, northwest of Pritzer harbour, Hudson strait, Franklin.
- SAGAMINNIS**; lake, southwest of Wapikopa lake, upper Winisk river, Keewatin.
- SAGANAGA**; lake, south of Dinorwic lake, Rainy River district, Ont.
- Sahpoochaway**. See Odei.
- Sah-wah-mish-she**. See Sawamishe.
- STE. AGNES-DE-DUNDEE**; post office, Huntingdon county, Que. (Not Ste. Agnès nor Ste. Agnès de Dundee.)
- ST. ALEXANDRE**; parish and railway station, also St. Alexandre Station, P.O., Iberville county, Que. (Not St. Alexander.)
- ST. ANDREWS**; town, Charlotte county, N.B. (Not St. Andrew's.) — post village, Stormont county, Ont. (Not St. Andrews West.) — village, Argensteuil county, Que. (Not St. Andrews East.)
- STE ANGELE DE RIMOUSKI**; village, Matane county, Que. (Not Ste. Angele de Mercie.)
- ST. ANN**; bay, harbour, and village, Victoria county, N.S. — village, Lincoln county, Ont. (Not St. Anne nor St. Ann's.)
- STE. ANNE-DE-BELLEVUE**; village, Jacques Cartier county, Que. (Not Ste. Anne de Bellevue nor Ste. Anne du bout de L'Ile.)
- STE. ANNE DES MONTS**; village, Gaspé county, Que. (Not Ste. Anne de Monts.)
- Ste. Anne-de-Stukely**. See Rochelle.
- ST. ANTOINE DE TILLY**; village, Lotbinière county, Que. (Not St. Antoine, Lotbinière.)
- St. Antoine, Lotbinière**. See St. Antoine de Tilly.
- ST. BERNARD-SUD**; post office, St. Johns county, Que. (Not St. Bernard, nor St. Bernard South.)
- STE. BRIGIDE**; post village and railway station, Iberville county, Que. (Not Ste. Brigide d'Iberville.)
- ST. CATARINES**; city, Lincoln county, Ont. (Not St. Catherines.)
- STE. CECILE-DE-MILTON**; village, Shefford county, Que.
- ST. CHARLES DE CAPLAN**; village, Bonaventure county, Que. (Not St. Charles Caplin.)
- ST. CLAIR**; lake and river, Essex, Kent, and Lambton counties, Ont.
- ST. COLUMBAN**; post village, Two Mountains county, Que. (Not St. Colomban nor St. Columbin.)
- ST. CROIX**; lake, Hants county, N.S. (Not St. Croix River lake.)

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- SAINT CYR**; mountain, north of Quiet lake, Yukon.
- St. DAVID**; village, Lincoln county, Ont. (Not St. David's.)
- St. ETIENNE-DE-BEAUHARNOIS**; post village, Beauharnois county, Que. (Not St. Etienne nor St. Etienne de Beauharnois.)
- St. EUGENE**; mission, on St. Mary river, Kootenay district, B.C.
- St. GEORGE**; lake, west of lake Winnipeg, Man. (Not St. George's.)
- St. George.* See George.
- St. George Port Daniel.* See Port Daniel.
- St. HELENA**; island, northeast of Grenadier island, St. Lawrence river, Leeds county, Ont. (Not Cherry nor Goulbourne.)
- St. HENRI**; post village, Lévis county, Que. (Not St. Henri Station.)
- St. Jean Deschaillons.* See Deschaillons.
- St. JOHN**; island, lake Melville, Ashuanipi district, Que. (Not St. Johns.)
- St. JOHNS**; county and town, on Richelieu river, Que. (Not St. John's.)
- St. JOSEPH**; village, south of Goderich, Huron county, Ont.
- St. Joseph d'Orleans.* See Orleans.
- St. LAMBERT**; village, Chambly county, Que. (Not St. Lambert, Chambly.)
- St. MARGARET**; bay, Halifax county, N.S. (Not St. Margaret's.)
- St. MARTIN**; lake, northeast of lake Manitoba, Man. (Not St. Martin's.)
- St. MARY**; bay and cape, Digby county; also river, Guysborough county; N.S. —lake, Ridont township, Muskoka district, Ont. —post village, Kent, county, N.B. —river, tributary to Belly river, southern Alberta. (Not St. Mary's.) —lake, and river tributary to Kootenay river, Kootenay district, B.C. (Not Torrent.)
- St. MAURICE**; county and river, Que.
- St. NORA**; lake, Stanhope township, Haliburton county, Ont. (Not St. Nora's.)
- St. ONGE**; post office, near Embrun, Russell county, Ont.
- St. Patrick's.* See San Josef.
- St. PAUL**; post village, Kent county, N.B. (Not St. Pauls.)
- St. Paul's Bay.* See Baie St. Paul.
- St. PETER**; bay, river, and railway station, Kings county. (Not St. Peter's nor Head of St. Peter's bay); also island in Hillsborough bay, Queens county; P.E.I. (Not St. Peter's.)
- St. PIRAN**; mountain, west of Laggan station, Alta.
- St. RAPHAEL**; post village, Glengarry county, Ont. (Not St. Rafael nor St. Raphael West.)
- St. REGIS**; post office, Huntingdon county, Que. (Not St. Régis.)
- St. ROCH DES AULNAIES**; village, L'Islet county, Que. (Not St. Roch des Aulneta.)
- St. ROSALIE**; island, in Ottawa river, near Montebello, Ottawa county, Que.
- St. SIXTE**; lake, and river tributary to Petite Nation river, Ottawa county, Que. (Not Sincique.)
- St. STANISLAS-DE-KOSTKA**; post village, Beauharnois county, Que. (Not St. Stanislas.)
- St. STEPHEN**; town, Charlotte county, N.B. (Not St. Stephens.)
- St. THÉRÈSE-DE-BLAINVILLE**; village and railway station, Terrebonne county, Que. (Not Ste. Thérèse nor Ste. Thérèse de Blainville.)
- St. URBAIN-DE-CHATEAUGUAY**; parish and post village, Chateaugay county, Que. (Not St. Urbain de Chateaugay nor St. Urbain en haut.)
- St. VALENTIN**; parish and post village, St. Johns county, Que. (Not St. Valentine.)
- SAKWATAMAU**; river, tributary to Athabaska river, Alta. (Not Eagle nor Sa-kwa-ta-mow.)
- SALEM**; post village, Cumberland county, N.S. (Not Salent.)
- SALISBURY**; bay, Albert county, N.B. (Not Rougie.)
- SALMON**; island, north side of Big bay, Hastings county; also river flowing into Big bay, Hastings and Lennox counties; Ont.
- Salmon.* See Kinonge.
- Salmon.* See Wicked.
- SALT**; point, Presqu'île peninsula, Brighton township, Northumberland county, Ont.
- Salt.* See Way.
- Sand.* See Desert.
- Sand.* See Hyndman.
- SANDERSON**; point, west side of Lower Arrow lake, Kootenay district, B.C.
- Sanderson.* See Iononoaklin.
- Sandy.* See Pakwa.
- SANT-BEACH**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- SANFORD**; mountain, southwest of Snowden range, Cassiar district, B.C.
- SANGRIDA**; peak, Valkyr mountains, Kootenay district, B.C.
- SAN JOSEF**; bay, near northwest end of Vancouver island, B.C. (Not San Joseph nor St. Patrick's.)
- SAPPHIRE**; col, between "The Dome" and "Castor," Selkirk mountains, Kootenay district, B.C.

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- SARBACH**; mountain, north of Howse pass, Rocky mountains, Kootenay district, B.C.
- SARCEE**; butte and Indian reserve, on Elbow river, Alta.
- SASAKWEI**; lake, southwest of Peake lake, Rainy River district, Ont. (Not Summit.)
- Saskatchewan**. See Turnagain.
- SASKERAM**; lake, west of The Pas, Keewatin. (Not Indian Pear Island lake.)
- SASS**; river, tributary to Little Buffalo river, south of Great Slave lake. (Not Sass-tessi.)
- SASAGANAGA**; lake, northeast of lake Timiskaming, Pontiac county, Que.
- SASSAWATISI**; lake, at headwaters of Manuan river, Champlain county, Que. (Not Sackawatesie nor Chissouataisi.)
- Sass-Tessi**. See Sass.
- SATASHA**; lake, west of Nordenakiöld river, Yukon.
- SATURN**; rock, southwest of Greenough point, Bruce county, Ont.
- SAUGEEN**; peninsula, the northwestern portion of Bruce county; also river flowing into lake Huron at Southampton, Bruce county, Ont. (Not Saugink.)
- SAUGUM**; creek, east of Kootenay river, north of Steele, Kootenay district, B.C. (Not Six-mile.)
- SAULT AU COCHON**; river, Saguenay county, Que. (Not Saut de Cochon.)
- SAULTEUX**; river, tributary to Lesser Slave river, central Alberta. (Not Sauteur nor Sautaux.)
- SAUNDERS**; reef, near Misery bay, Manitoulin island, Manitoulin district, Ont.
- Saut de Mouton**. See Mille Vaches.
- SAVANT**; lake, south of L. St. Joseph, Thunder Bay district, Ont.
- Savage**. See Upper Savage.
- Savasse Berry**. See Serviceberry.
- SAWAMISSET**; lake, Stanhope township, Haliburton county, Ont. (Not Sah-wah-mish-she.)
- SAWBACK**; range of mountains, west of Stikine river, Cassiar district, B.C.
- Sawbill**. See Sheldrake.
- SAWYER**; pass, at head of St. Mary river, Kootenay district, B.C.
- SAXON**; island, south of Shute point, Bruce county, Ont.
- SAYYEA**; creek, tributary to upper Liard river, Yukon. (Not Sayia.)
- SCALPING KNIFE**; mountain, east of Columbia river, Kootenay district, B.C.
- SCHAFER**; mountain, northwest of mount Biddle's Rocky mountains, Kootenay district, B.C.
- SCHIST**; lake, northwest of Tawatinaw lake, Rainy River district, Ont.
- Schley Land**. See Ellesmere.
- Schooner**. See Miles.
- SCOTCHIE**; reef, at South Baymouth, Manitoulin island, Manitoulin district, Ont.
- SCOTSMAN**; bay, Kings county, N.S. (Not Scots, Scot's nor Scotsman's.)
- SCOTT**; mountain, near Rapid river and east of Rabbit mountain, Abitibi district, Que. — point, on north side of entrance to baie du Doré, Bruce county, Ont.
- SCOUGALL**; bank, southwest of MacGregor point, Bruce county, Ont.
- SCOUT**; reef and spit, southwest of Burke island, Bruce county, Ont.
- Scratching**. See Morris.
- SCROGGIE**; creek, tributary to Stewart river, Yukon.
- SCUD**; river, tributary to Stikine river, Cassiar district, B.C.
- SEA**; lake, Murchison township, Nipissing district, Ont.
- Seal**. See Tsiriuk.
- SEAMAN**; reef, at entrance to Wood bay, south shore Manitoulin island, Manitoulin district, Ont.
- SEASHELL**; rock, west of Lyl island, Bruce county, Ont.
- SEECHELT**; inlet, north of the strait of Georgia, New Westminster district, B.C. (Not Sechelt.)
- SEELEY**; village, Leeds county, Ont. (Not Seeley's Bay nor Seely's Bay.)
- Seepanock**. See Sipanok.
- SEGATIGA**; brook, tributary to Burntwood river, Keewatin.
- SEGEMAK**; lake, southeast of Saganaga lake, Rainy River district, Ont. (Not Black Bird.)
- SEKULMUN**; lake, west of Aishihik lake, Yukon.
- SELBY**; lake, east of Anshekumming lake, Rainy River district, Ont. (Not Lynx.)
- SELKIRK**; N. W. Mounted Police post, at the mouth of Lewes river, Yukon. The site of the old fort of the H. B. Co. is on the opposite bank of the river. (Not Fort Selkirk.)
- SELWYN**; mountain, east of mount Dawson, Selkirk mountains, Kootenay district, B.C. — river, tributary to Yukon river, west of Lewes river, Yukon.
- SEMENOF**; hills, at confluence of Lewes and Big Salmon rivers, Yukon. (Not Semenow.)
- SEMIAMU**; bay, east of Boundary bay, New Westminster district, B.C. (Not Semiahmoo.)

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*Sepowesk.* See Sipiweak.**SERPENTINE**; lake, Anstruther township, Peterborough county, Ont.**SERVICEBERRY**; creek, tributary to Rosebud river, Alta. (Not Savasse Berry.)**SESEGANAGA**; lake, east of Sturgeon lake, Thunder Bay district, Ont.*Setidgi.* See Sitidgi.**SETTING**; lake and river, Grass river, Keewatin. (Not Net Setting nor Puke-lowogain.)*Seven Acre.* See Melville.**SHABOGAMA**; lake and river, Abitibi district, Que. (Not Shabokama.)**SHABUMENT**; lake, southwest of Cat lake, Keewatin. (Not Shaboomene.)*Shad.* See Shag.**SHAFT**; point, Departure bay, east coast of Vancouver island, B.C.**SHAG**; bay and head, also Shag Bay P. O., Halifax county, N.S. (Not Shad.)**SHAGAMU**; lake and river, west of Winiak river, southeastern Keewatin. (Not Shagamew nor Shakaneh.)**SHAGANASH**; island, northeast of Pt. Magnet, Thunder Bay district, Ont.**SHAKES**; creek, tributary to Stikine river, south of Glenora, Cassiar district, B.C.**SHAKWAK**; valley, west of lake Desadeash, Yukon.*Shakaneh.* See Shagamu.**SHALLOP**; creek, south side of Anticosti island, Saguenay county, Que. (Not Chaloupe river nor Jupiter creek.)**SHALLOW**; lake, between Bernard and Tutahi lakes, Cassiar district, B.C.*Shallow.* See Mennin.**SHAMATTAWA**; river, tributary to Winiak river, southeastern Keewatin. (Not Matawa nor Shammat-tay-wah.)**SHAMROCK**; bank, southeast of Gatacre point, Manitoulin island, Manitoulin district, Ont.**SHAMUS**; river, emptying into Matchimanito lake, Abitibi district, Que.**SHANGOINA**; island, east of Thunder cape, Thunder Bay district, Ont.**SHANNONVILLE**; village, Tyendinaga township, Hastings county, Ont.**SHANLY**; post office, Grenville county, Ont. (Not Shanley.)**SHARBAU**; island, at southerly entrance to Rivers inlet, Coast district, B.C. (Not Sharban.) Reversal of previous decision.**SHARP**; mountain, east of mount Goodair, Rocky mountains, Kootenay district, B.C.*Sharp.* See Jack.**SHAUGHNESSY**; mountain, north of Hermit mountain, Selkirk mountains, Kootenay district, B.C.**SHAWENEGAN**; falls, lake, river, township, and village, St. Maurice county, Que. (Not Shawinigan nor Shewanegan.)**SHECAKE**; island, South bay, Manitoulin island, Manitoulin district, B.C.*Shedui.* See Deception.**SHEEHAN**; lake, Halifax county, N.S. (Not Shehea.)**SHEEK**; island, St. Lawrence river, west of Cornwall, Stormont county, Ont. (Not Sheak, Sheek's, Sheik's, Shieck, nor Shieck's.)**SHEEP**; lake and mountain, east of Tatonduk river, Yukon. —river, tributary to Highwood river, Alta. (Not Sheep creek.)*Sheepshank.* See Shesheeb.*Shehea.* See Sheehan.**SHEKATIKA**; bay, west of the strait of Belleisle, Saguenay county, Que. (Not Shecatika.)**SHELBURNE**; bay, harbour, and town, Shelburne county, N.S. (Not Shelburne Harbour.)**SHELDON**; lake, Lutterworth township, Haliburton county, Ont. (Not Sheldon's.)**SHELDRAKE**; river, Saguenay county, Que. (Not Sawbill.)**SHELL**; brook, tributary to Sturgeon river, north of Prince Albert, Sask. (Not Shell river.)\* Also Shell Brook P. O.**SHEMOGUE**; harbour and town, Westmorland county, N.B. (Not Great Shemogue nor Bristol.)*Shemong.* See Chemung.**SHEOL**; mountain, east of mount Aberdeen, Alta.**SHERBROOKE**; city and county, Que. —township in Haldimand county, Ont. —village in Guysborough county, N.S. —creek and lake, northwest of Hector station, Kootenay district, B.C. (Not Sherbrook.)**SHERRINGHAM**; point, west of Sooke inlet, Vancouver island, B.C. (Not Sheringham.)**SHERWOOD**; point, Presqu'île bay, Brighton township, Northumberland county, Ont. (Not Sherwood's)**SHERWOOD SPRING**; post village, Leeds county, Ont. (Not Sherwood Springs.)**SHEESHEEB**; bay and point, east of Black bay, Thunder Bay district, Ont. (Not Sheesheeb, Shesheep, nor Sheepshank.)*Shesheinguann.* See Shoshokwan.**SHESLAY**; river, tributary to Inklin river, Cassiar district, B.C.*Shieck.* See Sheek.



## SESSIONAL PAPER No. 21a

- SHIELDS**; landing, on west side of Lower Arrow lake, Kootenay district, B.C.
- SHIKTAAHAWK**; river, tributary to St. John river, Carleton county, N.B. (Not Shictahawk, Shik-atehawk, nor Shikitihawk.)
- SHINGWAK**; lake, north of Cameron lake, Rainy River district, Ont. (Not Pine.)
- SHIP**; bank, in Owen channel, Manitoulin district, Ont. —island, northeast from Horse point, Ameliasburg township, Prince Edward county, Ont.
- SHIPPIGAN**; harbour, island, and village, Gloucester county, N.B. (Not Shippegan.)
- SHOAL**; point, in Presqu'île bay, Brighton township, Northumberland county, Ont.
- SHOGOMOC**; lakes, and river tributary to St. John river, York county, N.B. (Not Sheogomoc nor Shogamoc.)
- SHONGWASHU**; lake, east of Saganaga lake, Rainy River district, Ont. (Not Shongwashouchenebawin.)
- SHOSHOKWAN**; lake, and river tributary to upper Ottawa river, Montcalm and Pontiac counties, Que. (Not Shoshoquon nor Sheesheinquann.)
- Shoulie.* See Shulie.
- Shouswap.* See Shuswap.
- SHUBENACADIE**; lake, Halifax and Hants counties, N.S. (Not Grand nor Shubenacadie Grand.)
- SHULIE**; river and village, Cumberland county, N.S. (Not Shoulie.)
- SHUSWAP**; lake, river, and railway station, Yale district, B.C. (Not Shouswap lake, nor Spalumcheen river.)
- SHUTE**; point, on east shore of Stokes bay, Bruce county, Ont.
- SIBBALD**; creek, tributary to Jumpingpound creek, Alta.
- SIBELL**; bay, Oyster harbour, east coast of Vancouver island, B.C.
- SIBERT**; point, at southeast entrance to Pine Tree harbour, Bruce county, Ont.
- SIDNEY**; township, in Hastings county, Ont.
- SIFFLEUR**; river, tributary to Saskatchewan river, Alta.
- SIFTON**; lake, south of Shabogama lake, Abitibi district, Que. —mountain, Hermit range, Selkirk mountains, Kootenay district, B.C. —mountains, west of lake Laberge, Yukon.
- Siggia.* See Haven.
- SIKANNI CHIEF**; river, tributary to Fort Nelson river, Cariboo and Cassiar districts, B.C. (Not Sicannie Chief.)
- Silver.* See Lowes.
- SILVERHORN**; mountain, north of Bow lake, Rocky mountains, Alta.
- SILVER SALMON**; river, tributary to Nakina river, Cassiar district, B.C.
- SIMCOE**; bank and point, at entrance to Providence bay, Manitoulin island, Manitoulin district, Ont.
- SIMILKAMEEN**; river, Yale district, B.C. (Not South Similkameen.)
- SIMMONS**; creek, tributary to Stewart river, below Scroggie creek, Yukon.
- SIMON**; bay, and point at entrance to Greenough harbour, Bruce county, Ont. —lake, south of Obaska lake, Abitibi district, Quebec.
- SIMPSON**; lake and mountains, between Liard and Frances rivers, Yukon. —rock, Southgate group, Queen Charlotte sound, Coast district B., C.
- SIMPSON TOWER**; mountain, west of Frances lake, Yukon. (Not Simpson's.)
- SIMS**; bay and island, South bay, Manitoulin district, Ont. (Not Simms.)
- Sincique.* See St. Sixte.
- SINKUT**; creek and lake, on telegraph trail, south of Nechako river, Cariboo district, B.C. (Not Tsinkut.)
- SIPANOK**; channel, between Carrot and Saskatchewan rivers, Sask. (Not Seepanok nor Seepanock.)
- SIPIWEAK**; lake, north of Cross lake, Nelson river, Keewatin. (Not Sepewweak.)
- SIR DONALD**; glacier, mountain, and range of mountains in the Selkirks, Kootenay district, B.C.
- SISIPUK**; lake, on Churchill river, Keewatin and Sask. (Not Duck.)
- SITIDGI**; lake, north of Great Bear lake, Mackenzie. (Not Setidgi.)
- SIWIT**; rock, Blunden harbour, Queen Charlotte sound, Coast district, B.C.
- Six-mile.* See Saugum.
- SIXTY**; creek, branch of Henderson creek, Yukon.
- SIXTYMILE**; river, tributary to Yukon river, Yukon.
- Skaloo.* See Skelu.
- SKEENA**; river, emptying into the Pacific ocean, Cassiar district, B.C. (Not Skena.)
- SKELU**; inlet, Graham island, Queen Charlotte islands, Coast district, B.C. (Not Skaloo.)
- SKIDEGATE**; channel and inlet, between Graham and Moresby islands, Queen Charlotte islands, Coast district, B.C.
- SKINNER POND**; village, Prince county, P.E.I. (Not Skinner's Pond.)
- Skirmish.* See Wild Horse.
- SLATE**; creek, tributary to Klondike river; also pass between headwaters of Klondike and McQuesten rivers; Yukon.
- SLEEPY**; river, emptying into Obaska lake, Abitibi district, Que.

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- SLOCAN**; lake, river, and town, Kootenay district, B.C. (Not Slocan City.)
- SLOKO**; inlet, lake, mountain, and river, Cassiar district, B.C. (Not Slocoh.)
- Small*. See Little Bow.
- SMALL DUCK**; creek, tributary to Rock creek, Klondike river, Yukon.
- Small Trout*. See Meggisi.
- SMART**; mountain, west of mount Bonney, Selkirk mountains, Kootenay district, B.C.
- SMITH**; point, southwestern point of Cockburn island, and rock in Fitzwilliam channel; Manitoulin district, Ont.
- SMITHS FALLS**; railway junction and town, Lanark county, Ont. (Not Smith's Falls.)
- SMOKE**; lake, in Algonquin National park, Nipissing district; also point in Weller bay, Ameliasburg township, Prince Edward county; Ont.
- SMOKEHOUSE**; island, north of Chiefs point, Bruce county, Ont.
- SMOOTHROCK**; lake, south of Manitou lake, Rainy River district. (Not Clear); also lake, northwest of L. Nipigon, Thunder Bay district; Ont. (Not Smooth Rock Island lake.)
- SNAKE**; island, north of Cedar island, bay of Quinte, Hastings county, Ont. —Island, off Departure bay, east coast of Vancouver island, B.C. (Not Lighthouse.)
- Snake*. See Bloomfield.
- Snake*. See Fox.
- Snake*. See McCallum.
- Snake*. See Matheson.
- SNOW-CAP**; mountain, west of lower part of Stikine river, Cassiar district, B.C.
- SNOWDON**; range of mountains, southeast of Gladys lake, Cassiar district, B.C.
- SNOWSLIDE**; creek, tributary to Cariboo creek, Kootenay district, B.C.
- SNOWY**; mountain, east of Stikine river, near the elbow, Cassiar district, B.C.
- SODA**; creek, flowing into upper branch of Hunker creek, Yukon.
- SODALITE**; valley, east of Ice river, Rocky mountains, Kootenay district, B.C.
- SOGAKWA**; portage, at head of Pizustigwan river, upper Winisk river, Keewatin.
- SOLMES**; island, east of Telegraph island, bay of Quinte, Prince Edward county, Ont.
- SOLMESVILLE**; post village, Sophiasburg township, Prince Edward county, Ont.
- SOLOMONS TEMPLES**; islands, north of Charlton island, James bay, Ungava. (Not Solomon Temple.)
- SOMERSET**; island, north of Boothia peninsula, Franklin. (Not North Somerset.)
- SONORA**; island, between Nodales and Okisollo channels, Coast district, B.C. The northern portion of what was formerly Valdes island.
- SOPHIASBURG**; township, Prince Edward county, Ont. (Not Sophiasburgh.)
- SOSKUMIKIA**; lake, an expansion of Nottaway river, Abitibi district, Que.
- SOURCE**; lake, in Algonquin National park, Nipissing district, Ont.
- SOURIS**; river, tributary to the Assiniboine, Manitoba and Saskatchewan. —town, Kings county, P.E.I. (Not East Souris.)
- SOUTH**; bay, near southeast end of Manitoulin island, Manitoulin district, Ont. (Not Manitoulin Gulf.)
- South*. See Koksoak.
- South*. See Prince Edward.
- South Bay*. See Prince Edward.
- South Br. Highwood R.* See Stimson creek.
- SOUTHAMPTON**; village, at the mouth of Saugeen river, Bruce county, Ont.
- SOUTH BAYMOUTH**; town site, Manitoulin island, Manitoulin district, Ont.
- SOUTH DUCK**; river, emptying into Duck bay, lake Winnipegosis, Man. (Not Duck River South.)
- SOUTHESK**; river, tributary to Brazeau river, Alta. (Not Southesk Branch.)
- South Joggins*. See Joggins.
- South Joggings*. See Joggins.
- South Mya*. See Mya.
- SOUTH NATION**; river, flowing through the counties of Grenville, Dundas, Stormont, Russell, and Prescott, and emptying into the Ottawa. (Not Little Nation, Nation, nor Petite Nation.)
- South Porpoise*. See Lelu.
- South Similkameen*. See Similkameen.
- SOUTHWEST**; bay, in lake Evans, Abitibi district; also point, Anticosti island, Saguenay county; Que. (Not South West.)
- SOYERS**; lake, Minden township, Haliburton county, Ont.
- Spallumcheen*. See Shuswap.
- SPENCER**; creek, tributary to Bow river, Alta.
- SPICER**; harbour and island, north shore of Hudson strait, Franklin.
- SPILLMACHEEN**; mountain, and river tributary to Columbia river, Kootenay district, B.C. (Not Spill En Mee Chene nor Spillimichene.)
- SPIRE**; island and ledge, south of Frederick point, Prince Rupert harbour, Coast district, B.C.
- SPIRIT**; creek, tributary to Wild Horse river, Kootenay district, B.C. —river, tributary to Peace river, east of Dunvegan, Alta. (Not Ghost.)

## SESSIONAL PAPER No. 21a

**SPLIT**; cape, Kings county, N.S. (Not Splitt.)  
 lake, on Nelson river, Keewatin.

**SPRINGER**; point, on the south side of Sonora island, Coast district, B.C.

**SPRINGHILL**; post settlement, west of Fredericton, York county, N.B. —village, Compton county, Que. (Not Spring Hill.)

**SPROAT**; mountain, north of Upper Arrow lake, Kootenay district, B.C.

**SPRUCEGROVE**; P. O., west of Edmonton, Alta. (Not Spruce Grove.)

**SQUARE**; bay, east of Dominion point, Manitoulin island, Manitoulin district, Ont.

*Square.* See Squire.

**SQUIRE**; point, on Call creek, between Johnstone strait and Knight inlet, Coast district, B.C. (Not Square.)

*Squirrel.* See Footprint.

**SRIGLEY**; bay, south shore Manitoulin island, Manitoulin district, Ont.

**STAFFORD**; rock, north of Western Duck island, Manitoulin district, Ont.

*Stainforth.* See Staniforth.

**STAKE**; creek, flowing into Quiet lake, Yukon.

**STANAWAN**; lake, southwest of Dinorwic lake, Rainy River district, Ont. (Not Grassy River lake.)

**STANIFORTH**; point, at the entrance to Gardner canal, Coast district, B.C. (Not Stainforth.)

**STANLEY**; a spur of the Valkyr mountains, Kootenay district, B.C. —village, York county, N.B. (Not Stanley Village.)

**STANLEY CORNERS**; post office, Carleton county, Ont. (Not Stanley's Corners.)

**STANZHIMIMI**; lake, west of Tawatinaw lake, Rainy River district, Ont.

**STAPLEDON**; island, east of Lelu island, near entrance to N. Skeena passage, Coast district, B.C.

**STAR**; creek, branch of Hunker creek, Yukon.

**STARNESBORO**; post office, Huntingdon county, Que. (Not Starnesborough.)

*Starvation.* See Strawberry.

**STEELE**; town, Kootenay district, B.C. Railway station of same name 7 miles south of town. (Not Fort Steele.)

**STEEL**; creek, tributary to Beaverfoot river, Rocky mountains, Kootenay district, B.C.

**STEEP BANK**; river, emptying into lake Claire, Alta. (Not Steep Bank nor Steep-bank.)

**STEEPROCK**; river, emptying into northerly end of lake Winnipegosis, Man. (Not Steep Rock.)

**STEEVENS**; island, north of Greene island, Manitoulin district, Ont. (Not Cariboo nor Little Green.)

**STELLA**; village, on telegraph trail, near mouth of Stellako river, Cariboo district, B.C.

**STELLAKO**; river, connecting Français and Fraser lakes, Cariboo district, B.C. (Not Stelako.)

**STEPHEN**; lake, north of Kakagi lake, Rainy River district, Ont. —mountain, and railway station Kootenay district, B.C.

*Stephens.* See Navy.

**STEVENS**; creek, north of Whatahan lake, Kootenay district; also island, Southgate group, Queen Charlotte sound, Coast district; B.C.

*Stevens.* See Navy.

**STEWART**; canyon, Cascade river, Rocky Mts. park, Alta. —lake, west of Parrywood station, Rainy River district; also rock in Owen channel, Manitoulin district; Ont. —river, tributary to Yukon river, Yukon.

*Stewart.* See Stuart.

**STIKINE**; river, Cassiar district, B.C. (Not Stickeen nor Stikeen, etc.)

**STIMSON**; creek, tributary to Highwood river, Alta. (Not South Branch of Highwood R.)

**STIMUKOKTOK**; cape, east shore Ungava bay, Ungava.

**STIRLING**; lake, and village, southeastern Alberta. (Not Sterling nor Eighteen Mile lake.)

**STITTVILLE**; post village and railway station, Carleton county, Ont. (Not Stittsville.)

**STOKES**; bay and river, in Bruce county, Ont.

**STONEBURGH**; cove, Weller bay, Ameliasburg township, Prince Edward county, Ont. (Not Stoneburgh's.)

**STONE**; creek and Stoney Creek village, Wentworth county, Ont. (Not Stony.)

**STONY**; creek, tributary to M'Clintock river, Yukon. islet, north of Kincardine, Bruce county; also lake, Burleigh township, Peterborough county; point north of Corbay point, Manitoulin district; point in Presqu'île bay, Brighton township, Northumberland county; Ont. (Not Stoney.)

*Stony.* See Barrie.

*Stony.* See Blake.

**STONYPLAIN**; P. O., west of Edmonton, Alta. (Not Stony Plain.)

**STOPLOG**; lake, Burleigh township, Peterborough county, Ont. (Not Stop Log.)

**STORMY**; lake, Glamorgan township, Haliburton county, Ont.

**STOVEL**; peak, south of Talaha bay, Tagish lake, Cassiar district, B.C.

**STRAGGLE**; lake, Harcourt township, Haliburton county, Ont.

*Straight.* See Opinaka.

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**STRANGER**; lake, southwest of Kimmewin lake, Rainy River district, Ont.

**STRATHABO**; settlement, Northumberland county, N.B. (Not Strathabo.)

**STRATHCONA**; island, west of Crooks inlet, north shore of Hudson strait, Franklin.

**STRAWBERRY**; island, in lake Simcoe, Ontario county, Ont. (Not Starvation.)

**STUART**; lake and river, tributary to Nechako river, Cariboo district, B.C. (Not Stewart nor Stuart's.)

**STUPART**; bay, south shore of Hudson strait, Ungava.

*Sturgeon*. See Namew.

*Sucker*. See Gladys.

*Sucker*. See Nemeibennuk.

**SUGARBUSH**; lake, Addington township, Ottawa county, Que. (Not Sugar Bush.)

**SUGARLOAF**; mountain, near Stikine river, north of Iskut river, Cassiar district, B.C.

**SULLIVAN**; hill, north of St. Mary river, Kootenay district; also mountain west of Dease lake, Cassiar district; B.C. —lake, south of Battle river, Alta. (Not Sullivan's.)

**SULPHUR**; creek, tributary to Indian river, Yukon.

*Sumac*. See Robert.

**SUMMIT**; lake, south of lake Bernard, Cassiar district, B.C. —railway station, Rainy River district, Ont.

*Summit*. See Sasakwei.

**SUNDAY**; peak, east of Tagish lake, Cassiar district, B.C.

**SUNSHINE**; creek, east of Lower Arrow lake, Kootenay district, B.C. —lake, northeast of Manitou lake, Rainy River district, Ont.

**SURGE**; narrows, easterly entrance to Okisollo channel, Coast district, B.C.

**SURPRISE**; lake, east of Atlin lake, Cassiar district, B.C. (Not Kusiwah.) —lake, south of Onam-akawash lake, Thunder Bay district, Ont.

**SUSKWA**; river, tributary to Bulkley river, near Hazelton, Cassiar district, B.C. (Not Bear, Suskwa, nor Susqua.)

**SUTHERLAND**; river, tributary to Inverness river, south of Lesser Slave lake, central Alberta.

**SUTIL**; cape, at westerly entrance to Goletas channel, northerly coast of Vancouver I., B.C. (Not Commerell.)

**SUTTON**; lake, north of Ekwan river, Keewatin. (Not Sutton Mill lake.)

**SWAN**; island, in Columbia river between Upper and Lower Arrow lakes, Kootenay district, B.C. —river, flowing northerly into Lesser Slave lake, central Alberta.

**SWANZY**; glacier and mountain, east of mount Bonney, Selkirk mountains, Kootenay district, B.C.

**SWEATHOUSE**; creek, tributary to Little Smoky river, Alta. (Not Sweat House.)

**SWEDB**; creek, tributary to Yukon river, above Dawson, Yukon. —island, southeast of Sturgeon bay, Thunder Bay district, Ont

*Sweet Herb*. See Wekusko.

**SWISS**; peaks, Selkirk mountains, Kootenay district, B.C.

**SYLVIA GRINNELL**; river, emptying into Frobisher bay, Franklin.

**SYNDICATE**; lake, west of Manitou lake, Rainy River district, Ont.

**SYRINGA**; creek, tributary to Columbia river, south of Lower Arrow lake, Kootenay district, B.C.

## T

*Tabasintac*. See Tabusintac.

**TABASOKWIA**; river, tributary to upper Winisk river, Keewatin.

*Tabisintac*. See Tabusintac.

**TABUSINTAC**; river and village, Northumberland county, N.B. (Not Tabasintac nor Tabisintac.)

**TACHÉ**; railway station, Rainy River district, Ont.

**TACHICK**; lake, on telegraph trail, south of Nechako river, Cariboo district, B.C.

*Tacho*. See Tatsho.

**TACKLE**; creek, tributary to Wild Horse river, Kootenay district, B.C.

**TADOUSSAC**; township and village, Saguenay county, Que. (Not Tadousac.)

**TAGISH**; lake and P. O., east of lake Bennett, Yukon.

**TAHLTAN**; lake, and river tributary to Stikine river, Cassiar district, B.C.

*Tahte*. See Nisling.

**TAIBI**; lake, south of Mattagami lake, Abitibi district, Que.

**TAKAKKAW**; falls, Yoho river, Rocky mountains, Kootenay district, B.C.

*Takipy*. See Kississing.

**TAKHINI**; river, tributary to Lewes river, Yukon.

**TAKU**; arm of Tagish lake, Cassiar district, B.C. and Yukon. —river, Cassiar district, B.C.

*Taku*. See Graham.

**TALAH**; bay, in Taku arm of Tagish lake, Cassiar district, B.C.

**TALLAN**; lake, Chandos township, Peterborough county, Ont. (Not Tallan's.)

**TALLON**; creek, tributary to Beaverfoot river, southeast of Leancoil station, Kootenay district, B.C.

## SESSIONAL PAPER No. 21a

**TALTMAN;** lake, south of lower Pelly river, Yukon.

**Tamagaming.** See Timagami.

**TANGAMONG;** lake, Lake township, Hastings county, Ont. (Not Tangamongue.)

**TANGIER;** harbour, island, lake, and town, Halifax county, N.S. (Not Tangier Grand lake.)

**TANTALUS;** butte, near confluence of Lewes and Nordenskiöld rivers, Yukon.

**TANZILLA;** river, tributary to Stikine river, Cassiar district, B.C.

**TARTE;** bay, in Kitimat arm, Coast district, B.C.

**Tasheigama.** See Asheigamo.

**TASHKA;** rapids, upper Winisk river, above Tabasokwia river, Keewatin.

**TASSO;** lake, Finlayson township, Nipissing district, Ont.

**Tasurak.** See Payne.

**TATCHUN;** river, tributary to Lewers river, between Rink and Five-finger rapids, Yukon. (Not Tatchum.)

**TATLAYAKO;** river, tributary to Bella Coola river, Coast district, B.C. (Not Tatlahco nor Tatlayoo.)

**TATONDUC;** river, tributary to Yukon river, Yukon. (Not Tatonduc.)

**TATSHENSHINI;** river, tributary to Alsek river, Cassiar district, B.C. and Yukon.

**TATSHO;** mountain, and creek tributary to Tansilla river, Cassiar district, B.C. (Not Tacho mountain nor Eightmile creek.)

**TATTIKI;** bay, in Taku arm of Tagish lake, Cassiar district, B.C. (Not Tatiki.)

**TAWATINAW;** lake and river, in eastern portion of Rainy River district, Ont. —river flowing into Athabaska river, near Athabaska Landing, Alta.

**TAWINA;** creek, tributary to Silver Salmon river, Cassiar district, B.C.

**TAXES;** river, tributary to Miramichi river, York county, N.B. (Not Taxis, Taxous, nor Texas.)

**TAY;** river, tributary to Pelly river, Yukon.

**TAYE;** lake, southeast of Hutshi lakes, Yukon.

**TAYLOR;** reef, Misery bay, Manitoulin island, Manitoulin district, Ont.

**TAYSEN;** lake, northwest of Ruth lake, Cassiar district, B.C.

**Tchork-back.** See Chorkbak.

**TEA;** lake, in Algonquin National park, Nipissing district, Ont.

**TEAL;** lake, on Grass river, Keewatin.

**TEGUMSEH;** cove, Cove island, at entrance to Georgian bay, Bruce county, Ont.

**TEGGAU;** lake, southeast of Winnange lake, Rainy River district, Ont. (Not Clearwater.)

**TELEGRAPH;** creek, tributary to Stikine river, and Telegraph Creek village, Cassiar district, B.C. —island and narrows in the bay of Quinte, Hastings and Prince Edward counties, Ont.

**TELKWA;** river, tributary to Bulkley river, Cassiar district, B.C. (Not Tel-kwa nor Telqua.)

**Temagami.** See Timagami.

**Temiscaming.** See Timiskaming.

**Temiscamingue.** See Timiskaming.

**Temiskaming.** See Timiskaming.

**TEMPEST;** lake, south of Surprise lake, Thunder Bay district, Ont.

**TEMPLE;** mountain, east of mount Lefroy, Alta.

**Tenants.** See Terence.

**TENNY;** cape, Hants county, N.S. (Not Teny.)

**TENNYCAPE;** river and village, Hants county, N.S. (Not Tenycapc nor Tenecapc.)

**TEN PEAKS;** valley of, east of mount Temple, Alta. (Not Desolation nor Lonely.)

**Tent.** See Peel.

**TERENCE;** basin, bay, river, and rock, also Terence Bay post settlement, Halifax county, N.S. (Not Tenants bay, Turner bay, nor Turnerbay rock.)

**TERRBA;** island, in Atlin lake, Cassiar district, B.C. (Not Goat.)

**TERMINAL;** peak, Selkirk mountains, Kootenay district, B.C. (Not Green's peak.)

**TERRACE;** ridge, on Porcupine river, northeast of mount Dewdney, Yukon.

**TERRAHINA;** creek, tributary to Nakina river, Cassiar district, B.C. (Not Terra Heena.)

**TERRY;** point, at southeast entrance to Johnston harbour, Bruce county, Ont.

**TESEKAU;** lake, an expansion of the lower part of Marten river, Mistassini district, Que. (Not Tesaycau.)

**TESLIN;** lake and river, in the southern portion of Yukon. (Not Hootalinqua nor Teslin-too.)

**Tesse-Clewes.** See Klewi.

**TETAGOUCHE;** river, Gloucester county, N.B. (Not Teteagouche nor Tete à Gouche.)

**Teleagouche.** See Tetagouche.

**TÉTREAUVILLE;** post office, Laval county, Que. (Not Tétreaultville.)

**THE BEEHIVE;** mountain, west of lake Louise, Alta.

**THE BISHOPS;** range of mountains, in the Selkirks, Kootenay district, B.C.

**THE DOME;** mountain, northeast of mount Bonney, Selkirk mountains, Kootenay district, B.C.

**The Elbow.** See Elbow.

**The Goat's Looking Glass.** See Agnes.

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*The Golden Ears.* See Blanshard.

**THE KNOB**; mountain, near Stikine river, north of Iskut river, Cassiar district, B.C. (Not "Knob.")

*The Lake.* See Cobb.

*Thelew.* See Thelon.

**THELON**; river, tributary to Dubawnt river, Mackenzie. (Not Ark-e-leenik nor Thelew.)

**THE MITRE**; mountain, east of mount Lefroy, Alta.

**THE MONARCH**; mountain, southwest of mount Bourgeau, Rocky mountains, Kootenay district, B.C.

**THE NARROWS**; in South bay, Manitoulin island, Manitoulin district, Ont.

**THE NEEDLES**; narrows, Lower Arrow lake, Kootenay district, B.C.

**THE OVERLOOK**; mountain, in the Selkirks, Kootenay district, B.C.

**THE PAS**; a post of the H. B. Co., and post office, near the mouth of Carrot river, Keewatin.

**THE PRESIDENT**; mountain, north of Emerald mountain, Rocky mountains, Kootenay district, B.C. Named for the president of the C.P.R. Co.

**THE RAMPART**; ridge, between mount Afton and "The Dome," Selkirk mountains, Kootenay district, B.C.

**THE RIDGE**; bar, in Owen channel, Manitoulin district, Ont.

*The Saddle.* See Saddle mountain.

*The Stragglers.* See Wenkemna.

**THE STEEPLES**; mountains, east of Kootenay river, Kootenay district, B.C.

**THETFORD**; village and railway station, Megantic county, Que. (Not Thetford Mines.)

**THE THREE GUARDSMEN**; mountains, south of Aishihik lake, Yukon.

**THE VICE PRESIDENT**; mountain, President range, Rocky mountains, Kootenay district, B.C. (Not (Not Angle Peak.) So named for the vice-president of the C.P.R. Co.

**THE WART**; hill, at mouth of Koksoak river, Ungava.

**THIBAUT**; shoal, running south from Manitoulin island to Inner Duck island, Manitoulin district, Ont.

**THIBERT**; creek, flowing into the northerly end of Dease lake, Cassiar district, B.C.

**THIRTY-ONE-MILE**; lake, Ottawa county, Que. (Not Grand Lac du Commissaires.)

**THRISTLE**; creek, tributary to Yukon river, above White river, Yukon. —reef, in Portage bay, Manitoulin island, Manitoulin district, Ont.

*Thleweschodeth.* See Backs.

**THOM**; mountain, north of Dartmouth, Halifax county, N.S. (Not Tom.)

**THOMAS**; bay and point, near South Baymouth, Manitoulin district, Ont. —river, emptying into the northerly end of Frances lake, Yukon. (Not Too-tlas.)

*Thomasine.* See Tomasine.

**THOMPSON**; cove, east of cape Spencer, St. John county, N.B. —mountain, northwest of Bow lake, Alta. (Not Thompson's.)

**THOMSON**; lake, Lake township, Hastings county, Ont. (Not Thomson's.)

**THOR**; mountain, west of Upper Arrow lake, Kootenay district, B.C.

**THREE FORK**; river, flows northerly into Wabigoon lake, Rainy River district, Ont.

**THREEHILLS**; creek, north of Kneehills creek, Alta. (Not Three Hills.)

**THREEPOINT**; creek, tributary to Sheep river, also mountain, Alta. —lake, on Burntwood river, Keewatin. (Not Nistowasis.)

*Thron-diuck.* See Klondike.

**THRUMCAP**; shoal, at entrance to Halifax harbour, Halifax county N.S.

*Thumb.* See Galena.

**THURLOW**; township, Hastings county, Ont

*Tiahn.* See Tian.

**TIAN**; point, Graham island, Queen Charlotte islands, Coast district, B.C. (Not Tiahn.)

*Ticouabi.* See Tikouape.

**TIDE**; rock, Southgate group, Queen Charlotte sound, Coast district, B.C.

*Tiernan.* See Ogoki.

**TIGER**; brook, tributary to rivière des Quinze, Pontiac county, Que.

**TIKUAPE**; post office and river, Lake St. John county, Que. (Not Ticouabi, Tikonabe, Tikouabi, Tikouape, nor Tikouapee.)

**TILLEI**; lake, north of Frances lake, Yukon. (Not Til-e-i-taho.)

**TILLSONBURG**; town, Oxford county, Ont. (Not Tilsonburg.)

**TIMAGAMI**; lake, Nipissing district, Ont. (Not Tamagaming nor Temagami.)

**TIMBER**; bay, and Timber Bay shoal, south shore of Manitoulin island, Manitoulin district, Ont.

**TIMISKAMING**; lake, Nipissing district, Ontario, and Pontiac county, Quebec. (Not Temiscaming, Temiscamingue, nor Temiskaming.

**TINSON**; point, Gabriola island, strait of Georgia, New Westminster district, B.C. (Not Rocky.)

**TINTINA**; valley, central Yukon. A great depression occupied successively by Pelly, Kalsas, Stewart, and Klondike rivers, and extending to the Yukon.

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- TSIBRIUK**; lake emptying into Leaf river, Ungava. (Not Seal.)
- Tlet-lan-a-teoots**. See Finlayson.
- TOBERMORY**; harbour and village, at northwest extremity of Saugeen peninsula, Bruce county, Ont.
- TODMAN**; reef, at mouth of Thomas bay, Manitoulin island, Manitoulin district, Ont.
- Todnustook**. See Tulnustuk.
- TOKUMM**; creek, south of Deltaform mountain, Kootenay district, B.C.
- TOLMIE**; reef, between Kincardine, and Clark point, Bruce county, Ont.
- TOMASINE**; river, Pontiac county, Que. (Not Thomasine nor Tomassino.)
- TOMKINSON**; point, Ursula channel, Coast district, B.C. (Not Tomkinsin.)
- TOMLINSON**; point, Blunden harbour, Queen Charlotte sound, Coast district, B.C.
- TONKAWATLA**; river, tributary to Columbia river, Kootenay district, B.C. (Not Tonca Watla.)
- Toochi**. See Tutahi.
- TOO-FLAT**; creek, tributary to Klondike river, Yukon.
- Toohoolitas**. See Tuhulitas.
- Todnustook**. See Tulnustuk.
- TOO-MUCH-GOLD**; creek, tributary to Klondike river, Yukon.
- Too-las**. See Thomas.
- Tooya**. See Tuyu.
- TOPHAM**; mountain, southeast of mount Macoun, Selkirk mountains, Kootenay district, B.C.
- TORCH**; river, emptying into Cumberland lake, eastern Saskatchewan. (Not Big Sturgeon.)
- Tornail**. See Newton.
- Torrent**. See St. Mary.
- TORRES**; channel, between Teresa and Copper islands and west shore of Atlin lake, Cassiar district, B.C. (Not West channel, Torres straits, nor Tory inlet.)
- TORTUE**; river, Saguenay county, Que. (Not Fall.)
- Tory**. See Torres.
- TOTOGAN**; lake, north of Kanuchuan river, upper Winisk river, Keewatin.
- TOWER**; creek, tributary to St. Mary river, Kootenay district, B.C. —peak, north of Quiet lake, Yukon.
- TOWER OF BABEL**; mountain, east of Moraine lake, Alta.
- TOYHILL**; post office, Dundas county, Ont. (Not Toy's Hill.)
- TRACY**; creek and P. O., east of Kootenay river, north of Steele, Kootenay district, B.C.
- TRADING**; lake, Ridout township, Muskoka district, Ont.
- TRAVERS**; lac de, at headwaters of St. Maurice river, Champlain county, Que.
- TRENT**; river, flowing into the bay of Quinte at Trenton, Hastings and Northumberland counties, Ont.
- TRENTON**; town, at western end of the bay of Quinte, Hastings county, Ont.
- TRIVET**; point, on the northerly portion of Princess Royal island, Coast district, B.C.
- TRODELY**; island, north of Charlton island, James bay, Ungava. (Not Little Charlton.)
- TROLLTINDER**; mountain, south of mount Balfour, Kootenay district, B.C.
- TROUT**; creek, branch of McDame creek, Dease river, Cassiar district, B.C.
- Trout*. See Buntzen.
- Trout*. See Hayes.
- TRUDA**; peaks, Hermit range, Selkirk mountains, Kootenay district, B.C.
- TSETELUI**; lake, at headwaters of Kakuchuya river, Cassiar district, B.C. (Not Tseteloui.)
- Tshensagi*. See Chensagi.
- Teinkut*. See Sinkut.
- TUCK**; inlet, Chatham sound, B.C. (Not Tuck's.)
- TUCK**; inlet and point, north of Prince Rupert harbour, Coast district, B.C. (Not Tuck's.)
- Tudjakdjuan*. See Resolution.
- Tudjakdjudusirn*. See Gabriel.
- TUHULITAS**; inlet, north of Cyrus Field bay Franklin. (Not Toohoolitas.)
- TULIP**; creek, east of Lower Arrow lake, Kootenay district, B.C.
- TULNUSTUK**; river, Saguenay county, Que. (Not Todnustook nor Toodnustook.)
- TUMMEL**; river, tributary to Pelly river, Yukon.
- TUNAGAMIK**; lake, at headwaters of Ottawa river, Joliette county, Que.
- TUNNUSSAKSUK**; point, east shore of Ungava bay, Ungava.
- TUPPER**; glacier and mountain, in the Selkirks, Kootenay district, B.C.
- Turn*. See Dryad.
- TURNAGAIN**; point, at entrance to Lynx bay, L. Winnipeg, Man. (Not Saskatchewan.)
- TURNER**; mountain, east of Stikine river and north of Iskut river, Cassiar district, B.C.
- Turner*. See Terence.

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**TURNING**; island, near southerly point of Cove island, at entrance to Georgian bay, Bruce county, Ont.

**TURQUOISE**; lake, east of mount Balfour, Alta.

**TURTLE**; point, northerly part of Gil island, Coast district, B.C.

**Turtle**. See Jarvis

**TUSKET**; island and village, Yarmouth county, N.S. (Not Great Tusket island.)

**TUSTLES**; lake, north of Frances lake, Yukon. (Not Tus-tles-tu.)

**TUTESHETA**; creek, tributary to Tahltan river, Cassiar district, B.C. (Not Tuteshita.)

**TUTSHI**; lake and river, southeast of lake Bennett, Cassiar district, B.C. (Not Tooche nor Tutchi.)

**TUTTLE**; point, at entrance to Stupart bay, Hudson strait, Ungava.

**TUVALIK**; Indian village, west coast of Ungava bay, Ungava.

**TUYA**; lake, and river tributary to Stikine river, Cassiar district, B.C. (Not Too ya.)

**TUZO**; mountain, east of Deltaform mountain, Bow range of the Rockies, Alta. and Kootenay district, B.C.

**TWELVE O'CLOCK**; point, at the eastern entrance to Murray canal, Murray township, Northumberland county, Ont.

**TWIN**; falls, on the upper part of Yoho river, Kootenay district, B.C.

**Twin**. See Dunsmuir.

**Twin**. See Vrooman.

**TWO-BIT**; creek, east of Lower Arrow lake, Kootenay district, B.C.

**TWO RIVERS**; lake of, in Algonquin National park, Nipissing district, Ont.

**TYEE**; lake and telegraph station, on trail near Bulkley river, Cassiar and Coast districts, B.C. (Not Long.)

**TYENDINAGA**; township, Hastings county, Ont.

**TYERS**; river, tributary to Frances river, near Frances lake, Yukon.

**TYNE**; point, Departure bay, east coast of Vancouver island, B.C.

## U

**UINAKSOAK**; cape, east shore Ungava bay, Ungava. (Not Uibvaksoak.)

**UNAHINI**; river, tributary to Tatchenshini river, Yukon.

**Unaminikan**. See Manomin.

**UNGAVA**; bay, northeastern Canada.

**UNGER**; island, in bay of Quinte, at mouth of Napanee river, Lennox county, Ont. (Not Unger's.)

**UPHILL**; lake, northeast of Manitou lake, Rainy River district, Ont. (Not Moonshine nor Kasakachewiawak.)

**Upinnakaw**. See Opinnagaw.

**UPPER ARROW**; lake, an expansion of Columbia river, Kootenay district, B.C.

**Upper Bow**. See Bow.

**Upper Emerald**. See Yoho.

**Upper Kootania**. See Duncan.

**UPPER LAHAVE**; village, Lunenburg county, N.S. (Not Upper La Have.)

**Upper Manitou**. See Anzhekumming.

**UPPER SAVAGE**; islands, east of Big island, Hudson strait, Franklin. (Not Savage.)

**Upper White Fish**. See Jarvis.

**URD**; a peak of the Valhalla mountains, Kootenay district, B.C.

**URSULA**; channel, east of Gribbell island, Coast district, B.C.

**URSUS MAJOR**; mountain, Hermit range, Selkirk mountains, Kootenay district, B.C.

**URSUS MINOR**; mountain, Hermit range, Selkirk mountains, Kootenay district, B.C.

**UTO**; peak, near mount Sir Donald, Selkirk mountains, Kootenay district, B.C.

## V

**VALDES**; island, in the southern portion of the strait of Georgia, New Westminster district, B.C.

**Valdes**. See Maurelle, Quadra, and Sonora. Recent surveys proved that the name Valdes covered three islands, which have been named separately as above, and the former name has been discarded to avoid duplication.

**VALHALLA**; mountains, west of Slocan lake, Kootenay district, B.C. (Not Val Halla.)

**VALKYR**; mountains, east of Lower Arrow lake, Kootenay district, B.C. (Not Valkyriur.)

**VALLEYVIEW**; P. O., north of Wapella, Sask. (Not Valley View.)

**VALOIS**; village, Jacques Cartier county, Que. (Not Valoisville.)

**VANCOUVER**; creek, tributary to McQuesten river, Yukon.

**VAN HORNE**; brook, glacier, névé, and range of mountains, Kootenay district, B.C.

**VAN HOUTEN**; creek, east of Lower Arrow lake, Kootenay district, B.C. (Not Van Hooeven.)

**VAUX**; glacier and mountain, northeast of Leanchoil station, Kootenay district, B.C.

**VERMILION**; bay and railway station, Eagle lake, Rainy River district, Ont. (Not Vermillion.)

**Vermilion**. See Pink.



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**VERNEY**; passage, between Hawkesbury and Gribbell islands, Coast district, B.C.

**VERTE-VALLÉE**; post office, Vaudreuil county, Que. (Not Green Valley.)

**VERTICAL**; mountain, east of Kootenay river, Kootenay district, B.C.

**VICTORIA**; island, Franklin. (Portions of this island have been known as "Victoria Land," "Prince Albert Land," and "Wollaston Land." —glacier and mountain in the Bow range of the Rockies, Alta. and Kootenay district, B.C. (Not Mt. Green.)

**VIGILANT**; rock, east of Grantham shoals, Manitoulin island, Manitoulin district, Ont.

**VINGOLF**; mountain, west of Slocan lake, Kootenay district, B.C.

**VIOLADALE**; post village, Marquette electoral district, Man. (Not Viola Dale.)

**VOLCANO**; creek, tributary to Sheep river, Alta.

**VOLUNTEER**; spit, between Birch and Walker points, Manitoulin island, Manitoulin district, Ont.

**VON WILCZEK**; valley, on Lewes river, above Pelly river, Yukon.

**VROOMAN**; islands, McGregor cove, Bruce county, Ont. (Not Twin.)

**VULTURE**; col, between mounts Gordon and Olive, Rocky mountains, Alta.

*Vulture*. See Winnange.

## W

**WABAKIMI**; lake, northwest of Smoothrock lake, Thunder Bay district, Ont.

**WABAMUN**; lake, south of St. Ann, central Alberta. (Not White Whale.)

**WABANONI**; river, emptying into Obaaka lake, Abitibi district, Que. (Not Wabinoni.)

*Wabaskoutyunk*. See Kempit.

**WABASKUS**; lake, southeast of Abitibi lake, Pontiac county, Que.

**WABASSI**; brook, Templeton township, Ottawa county, Que.

**WABI**; bay and creek, at the head of lake Timiskaming, Ont.

**WABIGOON**; lake, river, and railway station, Rainy River district, Ont. (Not Wabigwunn.)

**WABINOSH**; bay, lake, and river, on west side of L. Nipigon, Thunder Bay district, Ont.

**WABISHKOK**; lakes, south of Kiseeynew lake, Keewatin.

**WABISKAW**; lakes and river, northeast of Lesser Slave lake, Alta. (Not Wabasca nor Wabiscaw.)

**WADDELL**; bay, Frobisher bay, Franklin. (Not Dyer sound.)

**WADOPI**; brook, tributary to upper Winisk river, above Tabasokwia river, Keewatin.

**WADSWORTH**; lake, Tudor township, Hastings county, Ont.

**WAGABKEDEI**; lake, northwest of Attawapiskat lake, Keewatin.

**WAGAN**; river, tributary to Restigouche river, Madawaska county, N.B. (Not Waagan.)

**WAGOSH**; bay and reef, near Pulpwood point, Cockburn island, Manitoulin district, Ont. (Not Wahgoosh.)

**WAGWABIKI**; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Wagwabeya.)

*Wahnapiitas*. See Wanapitei.

**WAIATT**; bay, Okisollo channel, Coast district, B.C. (Not Wi-yat nor Wyatt.)

*Wai-nusk*. See Winisk.

**WAKAMI**; lake, river and railway station, Sudbury district, Ont. (Not Wakamagaming.)

**WAKEHAM**; bay, southeast of Wales sound, Hudson strait, Ungava.

**WAKONICHI**; lake, south of Mistassini lake, Mistassini district, Que. (Not Wahwanichi nor Wakinichi.)

**WALBRAN**; point, north end of Loretta island, Devastation channel, Coast district, B.C.

**WALES**; cape, island, and sound, south shore of Hudson strait, Ungava. (Not Prince of Wales.)

**WALKEM**; islands, Johnstone strait, Coast district, B.C. (Not Pender.) This name adopted to avoid duplication, there being a Pender island further south.

**WALKER**; creek, north of Sixtymile river, near international boundary, Yukon. —point, south shore, Manitoulin island, Manitoulin district, Ont.

**WALKHOUSE**; bay and point, northeast of Inner Duck island, Manitoulin district, Ont.

**WALLACE**; mountain and river, south of Lesser Slave lake, central Alberta. —rock, near S. Baymouth, Manitoulin island, Manitoulin district, Ont.

**WALLBRIDGE**; point, Ameliasburg township, Prince Edward county, Ont.

**WALLENGER**; creek, tributary to Wild Horse river, Kootenay district, B.C.

**WALL-EYE**; lake, south of Eagle lake, Rainy River district, Ont.

**WALLIS**; point, Nanoose harbour, east coast of Vancouver island, B.C.

**WALTERS**; point, north shore of Okisollo channel, Coast district, B.C.

**WALTON**; river and village, Hants county, N.S. (Not La Tete nor Petite.)

**WANAPITEI**; lake, railway station, and river, Sudbury district, Ont. (Not Wahnapiitae.)

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- WANDERER**; shoal, southwest of Lyal island, Bruce county, Ont.
- WANIFIGOW**; river, emptying into the east side of lake Winnipeg, Man. (Not Hole.)
- WAPAGEISI**; lake, east of Anshekumming lake, Rainy River district, Ont.
- Wapichtigow**. See Wapishtigau.
- WAPIKOPA**; lake and river, upper waters of Winisk river, Keewatin.
- WAPISHTIGAU**; brook, tributary to Burntwood river, Keewatin. (Not Wapichtigow.)
- WAPITOTEM**; river, between Attawapiskat and Weibikwei lakes, Keewatin.
- WAPTA**; glacier, lake, and mountain, Rocky mountains, Kootenay district, B.C.
- Wapta**. See Cataract.
- Wapta**. See Kicking Horse.
- Wapta**. See Yoho.
- WAPUS**; lake and river, north of Kakagi lake, Rainy River district, Ont. (Not Wapoose.)
- WAPUSANAN**; lake, upper waters of Ottawa river, north of Grand L. Victoria, Pontiac county, Que.
- WAPUSTAGAMU**; lake, on west branch of St. Augustine river, Saguenay county, Que. (Not Wapustagamoo.)
- WAPUTIK**; mountains and snowfield, Rocky mountains, Kootenay district, B.C. (Not Wapateehk, Wap-ut-teehk, Waputehk, nor Waput-tehk.)
- WARD**; inlet, Frobisher bay, Franklin. (Not A. H. Ward.)
- WARDNER**; village, on Kootenay river, south of Bull river, Kootenay district, B.C.
- WARE**; creek, tributary to Sheep river, also mountain, Alta.
- WARK**; channel, northeast side of Tsimpsean peninsula; also island at entrance to the channel, and island northeast of Princess Royal island, Coast district; also point in Victoria harbour, B.C. (Not Warke nor Work.)
- WARNER**; bay and point, east of Ojibwa point, Bruce county, Ont.
- WARPATH**; river, emptying into the west side of lake Winnipeg, Man. (Not War Path.)
- WARREN**; island, south of Beament island, Bruce county, Ont.
- WARWICK**; cape, east end of Resolution island, Franklin. (Not Resolution.)
- WASHADEMOAK**; river, tributary to St. John river, Queens county, N.B. (Not Washademoac nor Washedemoak.)
- WASHAGAMI**; river, tributary to Ekwan river, Keewatin. (Not Washegummy.)
- WASHEIBEMAGA**; lake, southeast of Saganaga lake, Rainy River district, Ont. (Not Kawasheibemagamak.)
- WASHEKA**; lake, upper Ottawa river, Pontiac county, Que. (Not Waskega.)
- WASHI**; lake, on Albany river, east of Makokibatan lake, southeastern Keewatin. (Not Lake of the Narrows.)
- WASHIKUTI**; bay and river, Saguenay county, Que. (Not Washsheecootai.)
- WASHIMESKA**; river, Lake St. John county, Que. (Not Ouasiemaska nor Wassienska.)
- WASHMAWAPTA**; glacier, east of Helmet mountain, Rocky mountains, Kootenay district, B.C.
- WASKAHIGAN**; river, tributary to Little Smoky river, Alta.
- WASKATOWAKA**; lake, at headwaters of Little Churchill river, Keewatin. (Not Waskaiowaka.)
- WASKIK**; lake, southwest of Sipiweak lake, Keewatin. (Not Waskiktepigo.)
- Waskwatim**. See Wuskwatim.
- Wassienska**. See Washimeska.
- WASWANIPI**; H. B. Co.'s post, lake, and river tributary to Nottaway river, Abitibi district, Que.
- Wacheeshoo**. See Watahishu.
- WATCHI**; lake, northeast of Reader lake, Keewatin. (Not Mountain.)
- WATERFALL**; valley, at the head of Yoho river, Rocky mountains, Kootenay district, B.C.
- WATERTON**; lake and river, southern Alberta. (Not Chief Mountain lake nor Kootenai river.)
- WATSHISHU**; river, Saguenay county, Que. (Not Wacheeshoo nor Wataheshoo.)
- WATSON**; railway station, ridge, river, and valley, north of Bennett lake, Yukon.
- WATT**; railway station, Charlotte county, N.B. (Not Watt Junction.)
- Watt Junction**. See Watt.
- WAUGHS**; river, Colchester county, N.S. (Not Waugh's.)
- Wauguash**. See Kaniapiaskau.
- WAVY**; lake, north of Battle river, Alta. (Not Wave.)
- WAVEIG**; lake, northwest of Wabinosh lake, Thunder Bay district, Ont.
- WAWIAG**; river, headwaters of Maligne river, Rainy River and Thunder Bay districts, Ont. (Not Kawawigamak.)
- WAY**; point, southwest of Potter point, Ameliasburg township, Prince Edward county, Ont. (Not Salt.)
- WAYAGAMAK**; lake, Champlain county, Que. (Not Wayagamack.)

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- WEAVER**; creek, tributary to Moyle river, Kootenay district, B.C.
- WEDDING**; river, tributary to Bell river, Abitibi district, Que.
- WEDGE**; point, Oyster harbour, east coast of Vancouver island, B.C.
- Weenisk**. See Winisk.
- WEES**; creek, Brighton township, Northumberland county, Ont. (Not Weese's.)
- WEGGS**; cape, south shore of Hudson strait, Ungava.
- WEIHKWEI**; lake, at head of Winisk river, south eastern Keewatin. (Not Pepisquew nor Winisk.)
- Weir**. See Footprint.
- Weir**. See Hennigar.
- WEISELENO**; lake, near Manitou lake, Rainy River district, Ont.
- WEKUSKO**; lake, Grass river, east of Reed lake, Keewatin. (Not Herb nor Sweet Herb.)
- WELCOME**; lake, Lawrence township, Haliburton county, Ont.
- WELLAND**; river, Welland county, Ont. (Not Chip-pewa.)
- WELLANDPORT**; post office, Lincoln county, Ont. (Not Welland Port.)
- WELLER**; bay, near west end of the bay of Quinte, Prince Edward county, Ont. (Not Weller's.)
- WELLESLEY**; lake, west of White river, Yukon.
- WELLS**; shoal, southeast of Lyl reef, Bruce county, Ont.
- WELSH**; bank, north of Scott point, Bruce county, Ont.
- WEMISTAGOSEW**; river, upper waters of Waswanipi river, Abitibi district, Que.
- WENASAGA**; river, flowing into Lac Seul, Keewatin.
- WENKCHEMNA**; peaks, in the Bow range of the Rockies, Alta. and Kootenay district, B.C. (Not Desolation Range nor "The Stragglers.")
- Wepiskow**. See Burntwood.
- WESKETAHIN**; village, near the mouth of Unahini river, Yukon.
- WESLEMKOON**; lake, Addington county, Ont.
- WEST**; bay, the western extremity of lake Evans, Abitibi district; also river, in Bonaventure county, Que. (Not West Port Daniel river.)—river, Pictou county, N.S. (Not West River of Pictou.)—river, tributary to Fraser river, above Quesnel, Cariboo district, B.C.
- West**. See Nelson.
- West**. See Torres.
- WEST ARROWWOOD**; creek, tributary to Bow river, Alta. (Not West Arrow-wood.)
- West Belanger**. See Belanger.
- WESTBORO**; post office, Carleton county, Ont. (Not Westborough.)
- WESTBOURNE**; bay, north shore of Hudson strait, Franklin.
- West Dog Head**. See Whiteway.
- WEST DUCK**; reef, northwest of Western Duck island, Manitoulin district, Ont.
- WESTERN**; river, emptying into Coronation gulf, Mackenzie. (Not Back's Western.)
- WESTERN DUCK**; island, of the Duck group, Manitoulin district, Ont.
- West Fox**. See Fox.
- West Niskilgisew**. See Kiskitto.
- West Port Daniel**. See West.
- West Road river**. See Blackwater.
- WEST SISTER**; shoal, south of Yeo island, at entrance to Georgian bay, Manitoulin district, Ont.
- West Winisk**. See Asheweig.
- WETETNAGAMI**; lake, and river tributary to Opawika river, Abitibi district, Que.
- WETTIGO**; lake, south of Nemiskau lake, Abitibi district, Que.
- WEYMONTACHI**; Indian village, at the mouth of Manuan river, upper St. Maurice river, Champlain county, Que. (Not Weymontachingue.)
- WHALE**; river, emptying into Ungava bay, Ungava.
- WHALEBACK**; mountain, at the headwaters of Yoho river, Rocky mountains, Kootenay district, B.C. (Not Whalesback.)
- WHALER**; bay, Active pass, strait of Georgia, New Westminster district, B.C.
- WHARTON**; harbour, north shore of Hudson strait, Franklin.
- WHATSHAN**; lakes and river, west of Lower Arrow lake, Kootenay district, B.C.
- WHEATON**; river, emptying into the west side of Bennett lake, Yukon.
- WHEELER**; mountain, Purity range, Selkirk mountains, Kootenay district, B.C. —reef, southwest of Kitchener island, Manitoulin district, Ont.
- WHETSTONE**; lake, Lake township, Hastings county, Ont.
- WHIPPLE**; mountain, east of the elbow of Stikine river, Cassiar district, B.C.
- WHITE**; cliff, northeast of Hungerford point, Manitoulin island, Manitoulin district, Ont. —mountain, north of Atlin lake, Yukon. —pass, at head of Skagway river, Cassiar district, B.C. —river, tributary to Yukon river, above Stewart river, Yukon. —strait, north shore of Hudson strait, Franklin.
- White**. See Ketch.

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- WHITE BEAR**; bay, northeast of Markham bay, Hudson strait, Franklin. —lake and river, at headwaters of Gatineau river, Champlain county, Que.
- WHITECLAY**; lake, Ogoki river, east of Whitewater lake, Thunder Bay district, Ont.
- Whitefish**. See Meacham.
- WHITEGOOSE**; river, tributary to Migiskan river, below Paskagama lake, Abitibi district, Que.
- WHITE GROUSE**; creek, east of Whatshan lake, Kootenay district, B.C.
- WHITEHORSE**; town and rapid, Lewes river, below Miles canyon, Yukon. (Not White Horse.)
- WHITE MAN**; pass, in the Rocky mountains, Alta. and Kootenay district, B.C. (Not White Man's.)
- White Mud**. See Frenchman.
- WHITEROCK**; post office, Kings county, N.S. (Not White Rock Mills.)
- WHITES**; post office and railway station, Huntingdon county, Que. (Not White's nor White's Station P.O.)
- WHITESAND**; P. O. and river, southeastern Saskatchewan. (Not White Sand.)
- WHITESWAN**; river, emptying into the south end of Teslin lake, Cassiar district, B.C. (Not White Swan.)
- WHITEWAY**; point, at west side of north entrance to the narrows of lake Winnipeg, Man. (Not Dog's Head nor West Dog Head.)
- White Whale**. See Wabamun.
- WHITLEY**; bay, northwest of Burgoyne bay, Hudson strait, Ungava.
- WHOLDALA**; lake, an expansion of Dubawnt river, Mackenzie. (Not Wholdiah.)
- WHYTE**; mountain, west of lake Louise, Alta.
- WICKED**; point, Athol township, Prince Edward county, Ont. (Not Salmon.)
- WIACHUAN**; river, emptying into Richmond gulf, Ungava. (Not Wiachewan nor Wiachouan.)
- WIGWASAN**; lake, west of Bukemiga lake, Thunder Bay district, Ont.
- WIKWASKOPAU**; lake, northwest of Grand lake Victoria, Abitibi district, Que.
- WILD**; bight, in west side of Fitzwilliam island, Manitoulin district, Ont.
- WILD HORSE**; river, tributary to Kootenay river, Kootenay district, B.C. (Not Skirmish.)
- WILLIAM SMITH**; cape, northeast shore of Ungava bay, Ungava.
- WILLOWBUNCH**; lake and post office, southern Saskatchewan. (Not Willow Bunch.)
- WILLOWGROVE**; post office, Haldimand county, Ont. (Not Willow Grove.)
- WILSON**; post office, Grenville county, Ont. (Not Wilson's Bay.)
- WILSON CORNERS**; post office, Wakefield township, Ottawa county, Que. (Not Wilson's Corners.)
- WILTSHIRE**; village, Queens county, P.E.I. (Not New Wiltshire nor North Wiltshire.)
- WILTSE**; lake, Leeds county, Ont. (Not Wilts nor Wiltze.)
- WIMAFEDI**; brook, tributary to Burntwood river, Keewatin.
- WINAWIASH**; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- WINDY**; arm, Tagish lake, Yukon. —lake, southwest of Oxford lake, Keewatin.
- WINISK**; lake and river, southeastern Keewatin. (Not Wai-nusak nor Weenisk.)
- WINISKISIS**; river, tributary to upper Winisk river, Keewatin.
- WINNANGE**; lake, north of Dryberry lake, Rainy River district, Ont. (Not Vulture.)
- WINNIPEGOSIS**; a large lake in Manitoba. (Not Winnipegosis nor Winnipegosis.)
- WINONITIKAMEG**; lake, northwest of Attawapiskat lake, Keewatin.
- WINTAWANAN**; lake, southwest of Attawapiskat lake, Keewatin.
- WINTERING**; lake, west of Landing lake, Keewatin.
- WITCHAI**; lake, on lower Grass river, Keewatin.
- WIWAXY**; peaks, southwest of Mt. Victoria, Rocky mountains, Kootenay district, B.C.
- WIZIDA**; lake, at headwaters of Winisk river, Keewatin.
- WIZIDANS**; lake, west of Wizida lake, upper Winisk river, Keewatin.
- WODEN**; a peak of the Valhalla mountains, Kootenay district, B.C.
- WOLF**; creek, tributary to Klondike river, Yukon.
- Wolf**. See Grimsthorpe.
- Wolf**. See Muhigan.
- WOLFE**; island, St. Lawrence river, Frontenac county, Ont. (Not Long.)
- Wolf Rand**. See Muhigan.
- WOLLASTON**; peninsula, southwesterly portion of Victoria island, Franklin. (Not Wollaston Land.)
- WOOD**; brook, tributary to Grass river, Keewatin. —river, north of Wood mountain, Sask. (Not Wood Mountain river.)
- Wood**. See Jacob.
- Wood Mt. river**. See Wood river.
- WOODROFFE**; P.O. and summer resort, Carleton county, Ont. (Not Woodroffe nor Woodruff.)

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**WOODS**; island, Oyster harbour, east coast of Vancouver island, B.C. (Not Long.)

**Woods.** See Carroll Wood.

**Work.** See Wark.

**WORTHINGTON**; creek, west of Lower Arrow lake, Kootenay district, B.C.

**WOTINIMATA**; lake, east of Shabogama lake, Abitibi district, Que.

**WRECK**; point, southwest of Tobermory harbour, Bruce county, Ont.

**WRIGHT**; creek, near west end of Surprise lake, Cassiar district; also sound between Gil and Gribbell islands, Coast district; B.C. —creek, tributary to Blanche river, Nipissing district; also point north of Goderich, Huron county; Ont.

**WUNNUMMIN**; lake, upper waters of Winisk river, Keewatin.

**WUSKATASKO**; brook, tributary to Grass river, Keewatin.

**WUSKWATIM**; brook and lake, on Burntwood river, Keewatin. (Not Beaver-dam, Ooskootim, nor Waskwatim.)

**Wyatt.** See Wiatt.

## Y

**YAHK**; mountain, river, and railway station, in southwestern portion of Kootenay district, B.C.

**YAWNINGSTONE**; lake, north of Cormorant lake, Keewatin.

**YEO**; channel, island, and spit, at entrance to Georgian bay, Manitoulin district; also island, southwest of Grenadier island, St. Lawrence river, Leeds county; Ont. (Not Bluff nor Old Bluff.)

**YETH**; creek, tributary to Inklin river, Cassiar district, B.C.

**YOH0**; glacier, lake, park, pass, peak, and river, Rocky mountains, Kootenay district, B.C. (Not Collie glacier, Glacier creek, North Fork river, Upper Emerald lake, Wapta lake and pass.)

**YORK**; river, tributary to Madawaska river, Hastings and Renfrew counties, Ont. (Not York branch.) —sound, in southwest portion of Frobisher bay, Franklin.

**YOUELL**; island, east of Hopkins point, Bruce county, Ont.

**YOUNGS**; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.

**YUENESS**; mountain, southwest of mount Lefroy, Kootenay district, B.C.

**YUKON**; river and territory, northwest Canada. (Not Youcon, Youkon, Kwichpak, &c.)

## Z

**ZACHARIAH**; point, near Dodd narrows, east coast of Vancouver island, B.C.

**ZEMAWDEA**; Indian village, Kitimat arm, Coast district, B.C. (Not Ze-mawd-sa.)

**ZENAZIE**; creek, south of Gladys lake, Cassiar district, B.C.

**ZINC**; mountain and valley, east of Ice river, Rocky mountains, Kootenay district, B.C.

**ZINKAN**; island, Pine Tree harbour, Bruce county, Ont.

**ZWICK**; island, in the bay of Quinte, Hastings county, Ontario. (Not Zwick's.)

**ZYMOETZ**; river, tributary to Skeena river, Cassiar district, B.C. (Not Copper.)



# INDEX

NAMES ARRANGED FOR PROVINCES, COUNTIES, ETC.

N.B.—(*The former Provisional districts, Franklin, Keewatin, Mackenzie and Ungava, are retained for convenience of reference.*)

## ALBERTA.

Aberdeen	Dunvegan	Jumping pound	Pekisko
Abbot	Dyson	Junction	Peyto
Agnes	Eagle	Kakut	Pinnacle
Akuinu	Eaglenest	Kananaaskis	Pipestone
Allan	Echafaud	Katherine	Popes
Annette	E. Arrowwood	Kneehill	Portal
Arrowwood	Edmonton	Kneehills	Pouce Coupé
Askow	<i>Eighteen-Mile</i>	Kootanie	Pulpit
Atikkamek	Elbow	Kootenai	Rainy
<i>Atim Segoun</i>	Elliott	LaBiche	<i>Red Deer</i>
Aylmer	<i>Emerald</i>	Laggan	Rosebud
Balfour	Etsikom	Lee	Saddle
Barwell	Fairview	Lefroy	St. Mary
Bath	Farrell	Lineham	St. Piran
Battle	Fay	Little Bow	Sakwatamau
<i>Bear</i>	Fisher	<i>Little Fork</i>	Sarcee
Beaupré	<i>Fort Dunvegan</i>	<i>Lobstick</i>	Saulteux
Beaverhill	<i>Fort Edmonton</i>	Lodge	<i>Savasse Berry</i>
Beaverlodge	<i>Fort Macleod</i>	<i>Lonely Valley</i>	Serviceberry
Biddle	Fort Vermillion	<i>Long</i>	Sheep
Bident	Freemen	Louis	Sheol
Bighill	Ghost	Louise	Sibbald
Bismarck	Ghostpine	<i>Lower Bow</i>	Siffleur
Blakiston	Girouard	<i>Lower Whitefish</i>	Silverhorn
Bosworth	Glacier	Lusk	<i>Small</i>
Bow	<i>Goat</i>	Macabee	Southeast
Boyer	Goldsmith	Macleod	<i>S. Brch (Highwood R.)</i>
Brett	Gordon	Margaret	Spencer
Bruce	Gorge	Marmot	Spirit
Brulé	Gough	<i>Medicine Lodge</i>	Sprucegrove
Buffalo	Gould Dome	<i>Middle Branch</i>	Steepbank
<i>Bull</i>	Grand Valley	( <i>Highwood R.</i> )	Stewart
<i>Chief Mountain</i>	<i>Green</i>	Minnewanka	Stimlson
Chiniki	Gregg	Mirror	Stirling
Chip	<i>Hazel</i>	Mistaya	Stonyplain
Chipewyan	Hector	Molar	Sullivan
Cockscomb	Helen	Moraine	Sutherland
<i>Coldwater</i>	Highwood	Murray	Swan
Consolation	Hoffman	Niblock	Sweathouse
Corral	Horse	<i>Noores</i>	Temple
Costigan	Horseshoe	Norquay	Ten Peaks
Coutts	House	N. Vermillion	The Beehive
Crownest	Howse	Observation	<i>The Goat's Looking Glass</i>
Deltaform	Huber	Okotoks	The Mitre
<i>Desolation</i>	Hungabee	Oldman	<i>The Saddle</i>
Devil's Head	Inverness	Olive	<i>The Stragglers</i>
<i>Devil's Pine.</i>	Iosegun	Otauwau	Thompson
<i>Dirt</i>	Isabella	Paddle	Threehills
Dolomite	<i>Island</i>	Pakowki	Threepoint
Douglas	Isle	Paradise	Tower of Babel
Driedmeat	Jacob	<i>Pass</i>	Turquoise
Driftpile	Jarvis	<i>Peekopes</i>	Tuzo

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ALBERTA—*Concluded.*

ALBERTA—*Con.*  
*Upper Bow*  
*Upper Whitefish*  
 Vermilion

Victoria  
 Volcano  
 Vulture  
 Wabamun  
 Wabiskaw

Wallace  
 Ware  
 Waskahigan  
 Waterton  
 Wavy

Wenkechemna  
 W. Arrowwood  
 White Whale  
 Whyte

## BRITISH COLUMBIA.

(Names arranged for Land districts.)

## CARIBOO.

*Bobtail*  
 Burns  
 Cariboo  
 Cheslatte  
 Chilako  
 Chilcotin  
 Decker  
 Endako  
 Eulatazella  
 Fort Nelson  
 Français  
 Fraser  
 Hallett  
 Kwadacha  
 Mud  
 Nadina  
 Nalta  
 Naltesby  
 Nechako  
 Nelson  
 Noolki  
 Nullki  
 Omineca  
 Ootsa  
 Pantage  
 Pelican  
 Quadacha  
 Quanece  
 Quesnel  
 Sikanni Chief  
 Sinkut  
 Stella  
 Stellako  
 Stewart  
 Stuart  
 Tachick  
 Teinkut  
 West

Blackwater  
 Blue  
 Boofus  
*Brown Dome*  
 Buck  
*Buckley*  
 Bulkley  
 Cameron  
 Canyon  
 Carter  
 Cassiar  
 Chehalis  
 Chikoida  
 Chismaina  
 Choquette  
 Clearwater  
 Cone  
 Conrad  
 Consolation  
 Copper  
 Cottonwood  
 Crater  
 Davenport  
 Dease  
*Deep*  
 Dixie  
 Eagle  
 Eagle Crag  
 Ecstall  
 Edgar  
 Edmund  
 Egnell  
*Eightmile*  
 Elbow  
 Essington  
 Ewing  
 Fantail  
 Farnsworth  
*Fifteen-mile*  
 Gladys  
 Glave  
 Glenora  
 Goat  
 Goodwin  
 Gordon  
 Graham  
 Gun  
 Hackett  
 Halcro  
 Harold  
 Harts  
 Hatchau  
 Hatin  
 Hayes  
 Hazelton  
 Heart  
 Hitchcock  
*Hockstall*  
 Homan  
 Hotailuh  
*Huckstall*

Hurricane  
 Hutsigola  
*Huzstall*  
 Hyland  
 Ice-cap  
 Inklin  
 Jennings  
 Johnson  
 Kaha  
 Kahtate  
 Kaketsa  
 Kakuchuya  
 Kates Needle  
 Katina  
 Kennicott  
 Ketchum  
 Kispiox  
 Klootchman  
*Koketsa*  
 Koshin  
*Kusiwah*  
 Kuthai  
 Lacroix  
 Laketon  
 Laura  
 Laurie  
 Leonard  
 Liard  
 Lina  
 Lindeman  
 Little Tahltan  
 Llewellyn  
*Long*  
 McCallum  
 McDame  
 McDonald  
 McGrath  
*Macha*  
 McIntosh  
 McKee  
 McLay  
 McLeod  
 McMaster  
 Marble Dome  
 Maria  
 Matsatu  
 Middle  
 Minto  
 Morice  
 Morricetown  
 Mountain  
 Muchuya  
 Munro  
 Mussen  
 Nakina  
 Nakonake  
 Nelson  
*North*  
 Observation  
 O'Donnel  
 O'Keefe

Omineca  
 Ootsa  
*Otter*  
*Ozstall*  
 Paradise  
 Pereleshin  
 Peveril  
 Pike  
 Plateau  
 Porcupine  
 Porter  
*Port Essington*  
 Quartz  
 Robertson  
*Round*  
 Ruby  
 Ruth  
 Saddle  
 Sanford  
 Sawback  
 Scud  
 Shakes  
 Shallow  
 Sheslay  
 Sikanni Chief  
 Silver Salmon  
 Skeena  
 Skoko  
 Snow-cap  
 Snowdon  
 Snowy  
 Stikine  
 Stovel  
*Sucker*  
 Sugarloaf  
 Sullivan  
 Summit  
 Sunday  
 Surprise  
 Suskwa  
*Tacho*  
 Tahltan  
 Taku  
 Talaha  
 Tanzilla  
 Tatshenahini  
 Tatsho  
 Tatitki  
 Tawina  
 Taysen  
 Telegraph  
 Telkwa  
 Teresa  
 Terrahina  
 The Knob  
 Thibert  
*Toochi*  
*Tooya*  
 Torres  
 Tory  
 Trout

## CASSIAR

*Ahwilgate*  
 Alsek  
 Anuk  
 Anvil  
 Arthur Seat  
 Atlin  
 Awilgate  
 Babine  
 Barham  
 Bastion  
 Beady  
 Bear  
 Beaver  
 Bee  
 Bennett  
 Bernard  
 Black



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## BRITISH COLUMBIA—Continued.

## CASSIAR—Con.

Tsetelui  
Turner  
Tutesheta  
Tutshi  
Tuya  
Tyee  
West  
West Road Riv.  
Whipple  
White  
Whiteswan  
Yeth  
Zenazie  
Zymoets

## COAST.

Amy  
Antonio  
Arm  
Ashton  
Bacon  
Barnes  
Barrett  
Birkby  
Bishop  
Bjerre  
Blackney  
Blakeney  
Bodega  
Boxer  
Bramham  
Branham  
Butze  
Cahnish  
Calets  
Cascade  
China Hat  
Chonat  
Clio  
Coast  
Comblain  
Connolly  
Cooper  
Coste  
Crease  
Cumming  
Gundale  
Dawkins  
Dean  
Defot  
Dodge  
Dokdaon  
Dorothy  
Douglas  
Dryad  
Dudidonto  
Dundas  
DuVernet  
Edgell  
Eliot  
Ellinor  
Emilia  
Etta  
Eva  
Fairview  
Falcon  
Farewell  
Fern  
Fisherman  
Fort St. James  
Francisco  
Fraser  
Frederick

Gardner  
Gaudin  
Georgia  
Gertrude  
Ghost  
Gil  
Gobell  
Graeme  
Grant  
Gribbell  
Guard  
Gurd  
Hale  
Hall  
Halsey  
Hawkesbury  
Hecate  
Helen  
Hibben  
Hill  
Hippra  
Holmes  
Home  
Hopkins  
Horsfall  
Ikeda  
Ingraham  
Islet  
Joassa  
Jorkins  
Kaien  
Kaiete  
Kanish  
Kersey  
Kestrel  
Ki-ette  
Kildala  
Kinahan  
Kingcome  
Kitimat  
Kitkiata  
Klemtu  
Kunghit  
Kyeet  
Lake  
Lelu  
Lewis  
Lima  
Long  
Loretta  
Louis  
McKay  
McLoughlin  
Maitland  
Maple  
Marina  
Mary  
Maurelle  
Mayes  
Mayor  
Metlakatla  
Minette  
Miskatla  
Mission  
Money  
Moody  
Moore  
Mouat  
Naas  
Nahlin  
Nankivell  
Nass  
Nelly  
Nesto  
Nicholas  
Nigel

Noel  
North Porpoise  
Nowell  
Nubble  
Okisollo  
Oldfield  
Owen  
Paisley  
Pariseau  
Pender  
Philips  
Photograph  
Pilot  
Prevost  
Prince Rupert  
Promise  
Pulteney  
Pulton  
Quadra  
Raley  
Raymond  
Ridley  
Riordon  
Round  
Russell  
Sharbau  
Simpson  
Siwiti  
Skaloo  
Skelu  
Skidegate  
Sonora  
South Porpoise  
Spire  
Springer  
Square  
Squire  
Stainforth  
Staniforth  
Stapledon  
Stevens  
Surge  
Tarte  
Tatlayako  
Tiahn  
Tian  
Tide  
Tomkinson  
Tomlinson  
Trivet  
Tuck  
Turn  
Turtle  
Tyee  
Ursula  
Valdes  
Verney  
Waiatt  
Walbran  
Walkem  
Walters  
Wark  
Wedge  
Work  
Wright  
Wyatt  
Zemawdsa

## KOOTENAY.

Abbot  
Abbott  
Afton  
Airy  
Akolkolex  
Akotkolex  
Albert  
Amiskwi  
Angle Peak  
Ann  
Argyle  
Asulkan  
Augustine  
Avalanche  
Bad  
Bagheera  
Bain  
Baker  
Bald  
Baldur  
Balfour  
Bannock  
Battle  
Beatrice  
Beaver  
Beaverfoot  
Beavertail  
Bedlington  
Begbie  
Blasberry  
Blue Grouse  
Bonney  
Booth  
Bor  
Bosworth  
Boulder  
Bow  
Bowman  
Brewery  
Brewster  
Bruins  
Bull  
Burgess  
Burton  
Cabill  
Campbell  
Cape Horn  
Caribou  
Carroll  
Cartier  
Carnarvon  
Castor and Pollux  
Catamount  
Cataract  
Cathedral  
Chancellor  
Cheops  
Christy  
Cinnamon  
Clachnacudainn  
Clarke  
Cogle  
Collie  
Columbia  
Cony  
Corbin  
Cougar  
Cranberry  
Cranbrook  
Creston  
Crownest  
Cyprian  
Dago  
Daly

## LILLOOET.

Chilcotin  
Fraser

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## BRITISH COLUMBIA—Continued.

KOOTENAY—Con.			
Dawson	Hoder	Matthew	Russel
Deer Park	Hogg	Maus	<i>Rykerts</i>
Deltaform	Hoodoo	Meacham	St. Eugène
Demers	Hooker	<i>Meadow</i>	St. Mary
Dennis	Horn	<i>Mesoch</i>	Sanderson
Denver	Howse	Michael	Sangrida
<i>Despatch</i>	Huber	Michaud	Sapphire
<i>Desolation</i>	Hughes	Mineral	Sarbach
Deville	Hungabee	Misko	Saugum
Dibble	Hungry	Mista	Sawyer
Dispatch	Hunter	Moberly	Scalping Knife
Donkin	Hurd	Monroe	Schaffer
Duchessay	Hutchison	<i>Moogyie</i>	Selwyn
Duncan	Ice	Mosquito	Sharp
<i>Eagle</i>	Illecillewaet	<i>Mousse</i>	Shaughnessy
Elk	Incomappleux	Moyle	Sherbrooke
Emerald	Ingersoll	Mud	Shields
Ennis	Inonoaklin	Mulvey	Sifton
Evans	Irishman	Mummery	Sir Donald
Falls	Isolated	Nakimu	<i>Six-mile</i>
Feuz	Johnston	Nakusp	<i>Skirmish</i>
Field	Jordan	Naumulten	Slocan
Fife	Joseph	Nemo	Smart
Fire	Kate	Niles	Snowslide
<i>Fish</i>	Kerr	Niord	Sodalite
Fisher	Kicking Horse	Norbury	Spillimach n
Flat	Kid	Norns	Spirit
Fleming	Kilpatrick	North Albert	Sproat
Float	Killarney	<i>North Branch</i>	Stanley
<i>Fort Steele</i>	King	( <i>Kicking Hores R.</i> )	Steele
Foothall	Kitchener	<i>North Fork (Yoho R.)</i>	Steepe
<i>Four-mile</i>	Kiwetinok	North Star	Stephen
Fox	<i>Koos-ka-naz</i>	Octopus	Stevens
<i>Freda</i>	Kootenay	Odaray	Sullivan
Freya	Kuskanax	Odin	Sunshine
Frits	Kuskonook	Oesa	Swan
Galena	Ladybird	Ogden	Swansy
Garnet	LaFrance	O'Hara	Swiss
Geikie	Lakit	Oliver	Syringa
Gimli	Lamb	Otterhead	Tackle
<i>Glacier</i>	Lardeau	Ottertail	Takakkaw
Glacier Crest	<i>Lardo</i>	Owen	Tallon
Gladshelm	Laussedat	Palliser	Terminal
Gladstone	Lasy	Palmer Bar	The Bishops
Gnat	Leancholl	Park	The Dome
Goat-Canyon crk.	Leda	Pearce	The Monarch
Goatfell	Lefroy	Peavine	The Needles
Goodsir	Leon	Perley Rock	The Overlook
Gordon	Lewis	Perry	The President
Grand	Lily	Pilot	The Rampart
Granite	Linda	Pingston	<i>The Stragglers</i>
Grant	Linklater	<i>Pinnacle</i>	The Steeples
Grays	Little Slocan	<i>Pirate</i>	The Vice Presiden
Gray Wolf	<i>Lone Tree</i>	Pitt	Thor
Greens	Lookout	Pollinger	<i>Thumb</i>
<i>Greys</i>	Loop	Popes	Tokumm
Grizzly	Lower Arrow	Porcupine	Tonkawatla
Grundy	Luke	President	Topham
Habel	McArthur	Procter	<i>Torrent</i>
Halcyon	McBain	Pudding	Tower
Hall	McCormick	Purity	Tracy
Hanbury	McDonald	Pyramid	Trolltinder
Hansen	Macdonald	Rainy	Truda
Haskin	McDougal	Redding	Tulip
Häslar	McGregor	Reserve	Tupper
Heart	Mackenzie	Revelstoke	Twin
Hector	<i>McMullen</i>	Ridgeway	Two-bit
Heimdal	McNicoll	Rinda	Upper Arrow
Heia	Macpherson	Robertson	<i>Upper Emerald</i>
Helmet	Macoun	Robson	<i>Upper Kootania</i>
Hermit	Manganeese	<i>Rock</i>	Urd
<i>Hidden</i>	Marion	Rogers	Ursus Major
Hilda	Mark	Rose	Ursus Minor
	Marpole	Ross	Uto
	Martins	Ruby	Valhalla

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BRITISH COLUMBIA—*Concluded.*

KOOTENAY— <i>Con.</i>			
Valkyr	Cain	Similkameen	Horswell
Van Horne	Collinson	<i>S. Similkameen</i>	Icarus
Van Houten	Descanso	<i>Spallumcheen</i>	Imperieuse
Vaux	<i>Discovery</i>	Valdes	<i>Innes</i>
Vertical	Duke	Whaler	J ck
Victoria	Fraser		Joan
Vingolf	Gallano		<i>Karmutsen</i>
Wallenger	Houstoun	VANCOUVER I.	<i>Kla-anch</i>
Wapta	<i>Knight</i>		Kulleet
Waputik	Kuper		<i>Lighthouse</i>
Wardner	Lasqueti	<i>Anderson</i>	Link
Washmawapta	<i>Malaspina's</i>	<i>Bamfield</i>	<i>Long</i>
Waterfall	Matthews	Banfield	McLoughlin
Weaver	Mayne	<i>Barclay</i>	Maguire
Wenkchemna	Miles	Barkley	Mouat
Whaleback	Mouat	<i>Beeghados</i>	Nankivell
Whatshan	Parson	Brabant	Nares
Wheeler	Pender	Brandon	Nimpkish
<i>Whitefish</i>	Plumper	Brotchie	Pachena
White Grouse	Porlier	Burveith	Page
White Man	Prevost	Chemalnuis	Pender
Wild Horse	Rip	Cluster	Pinbury
Wiwaxy	<i>Rocky</i>	Coffin	Race
Woden	Rosenfeld	Collins	Ranch
Worthington	Ruth	<i>Commerell</i>	Richard
Yakk	<i>Schooner</i>	Cordova	<i>St. Patrick's</i>
Yoho	Seechelt	<i>Cormorant</i>	San Josef
Yukness	Semiamu	Cowichan	Shaft
Zinc	<i>The Golden Ears</i>	<i>Cowichin</i>	<i>Sharp</i>
	Tinson	<i>Double</i>	Sherringham
		Dunsmuir	Sibell
		Edgell	Snake
		Effingham	Sutil
		Fleet	<i>Twin</i>
		Halsted	Tyn
		Hecate	Wallis
		Henderson	Wark
		Hoggan	Woods
		Holland	Zachariah
		<i>Horse Shoe</i>	
NEW WESTMINSTER.		YALE.	
Active	<i>Anesty</i>		
Ballenas	Anstey		
<i>Ballinac</i>	Fraser		
Blanshard	Mara		
Buntzen	<i>Shoushwap</i>		
Burrill	Shuswap		

## MINING DIVISIONS IN BRITISH COLUMBIA.

Ainsworth	Golden	New Westminster	Slocan
Alberni	Grand Forks	Nicola	Slocan City
Arrow Lake	Greenwood	Omenica	Stikine
Ashcroft	Kamloops	Osoyoos	Trail Creek
Atlin	Lardeau	Quatsino	Trout Lake
Bella Coola	Liard	Quesnel	Vernon
Cariboo	Lillooet	Revelstoke	Victoria
Clayoquot	Nanaimo	Similkameen	Windermere
Clinton	Nelson	Skeena	Yale
Fort Steele			

## FRANKLIN.

Akulung	<i>Baring</i>	Bosanquet	Clements Land
Allen	Bathurst	Brevort	Cockburn
Anderson	Beaumont	Bruce	Colmer
Archibald	Bedford	Butler	Cornwall
<i>Arthur Land</i>	Beekman	Chamberlain	Cornwallis
Ashe	<i>Best</i>	Chase	Countess Warwick
Ava	Bishop	Chorkbak	<i>Creta</i>
Axel Heiberg	Blanford	Chudlasi	Crooks
Baffin	Blunt	Church	Cumberland
Banks	Bonney	Clark	Cyrus Field

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FRANKLIN—*Concluded.*FRANKLIN—*Con.*

Devon	Haven	Macdonald	Ringnes
Diamond	Hector	Markham	Robert
Dyer	Henderson	Middle Savage	Robinson
East	High	Montrose	Saddleback
Edith	Hogarth	Monumental	Savage
Egypt	Icy	Murchison	Schley Land
Ellesmere	Innarulligang	Murray	Siggia
Emma	Irving	Newell	Somerset
Fair Ness	Jackman	Newton	Spicer
Fisher	James	Noel	Strathcona
Fletcher	Jesup Land	North	Sylvia Grinnell
Fox	Jordan	North Cornwall	Tchork-back
Frobisher	Jubilee	North Devon	Toohoolitas
Gabriel	Julian	North Foreland	Tornait
Glasgow	Ka-lik-took-duag	North Lincoln	Tudjakdjuan
Glencoe	Kangerlung	North Somerset	Tudjakdjodusim
God's Mercie	Khartum	Northumberland	Tuhulitas
Gordon	King Oscar Land	Olga	Upper Savage
Govan	King William	Overflow	Victoria
Grant Land	Kitigtung	Penny	Waddell
Greenwood Land	Kneeland	Prince Albert	Ward
Griffin	Korikduardu	Prince of Wales	Warwick
Grinnell	Lady Franklin	Prince Patrick	Westbourne
Grinnell Land	Leopold	Pritzler	West Fox
Hall	Loks Land	Queen Elisabeth	Wharton
Harbour	Lower Savage	Ramsay	White
Hatton	Lubbock	Rawson	White Bear
	Luke Fox	Reeves	Wollaston
	Lumley	Resolution	York

## KEEWATIN.

Achigo	Equan	Manuminan	Ospwagan
Anninwash	File	Marten Drinking	Otoskwin
Apeganau	Fishbasket	Matawa	Ozhiski
Apussigamasi	Footprint	Meggisi	Ozhuskans
Asheweig	Grass	Methy	Paint
Asippitti	Gods Mercy	Michikamog	Pakwa
Athapapuskow	Great Fish	Michikenis	Pasquia
Atic-a-make	Hayes	Michikenopik	Peppisquew
Atikameg	Herb	Mimominaatik	Pichinamei
Attawapiskat	Hill	Minago	Pickle
Backs	Hudson	Misamikwash	Pipe
Badesdawa	Indian Pear	Mississippi	Pine
Bald Eagle	Ithenotosquan	Missisipew	Pineroot
Basquia	James Ross	Mitishito	Pipestone
Beaver-dam	Kabania	Monsonmahi	Pizustigwan
Belanger	Kanuchuan	Moose	Pokkattawagan
Big Reed	Kapiskau	Mountain	Puke-lowgetin
Birch	Kapikichi	Muddy Water	Pukattawagan
Black	Kasagiminnis	Muhigan	Reed
Brokenmouth	Kaypiscow	Munoshan	Reader
Burntwood	Kenoshe	Nameins	Roes Welcome
Carys Swan Nest	Kiskitto	Nankika	Ross
Cat	Kiskittogisu	Nelson	Roues
Churchill	Kisseynew	Nemeigusabina	Sachigo
Cold	Kississing	Net Setting	Sagaminnis
Contact	Kiwanzi	Nibnamik	Sandy
Cormorant	Lake of the Narrows	Niskitogisew	Sahpoochaway
Cowan	Landing	Nistowasts	Saskeram
Cranberry	Limestone	Nolin	Segatiga
Cross	Little Black	Obashi	Sepewesk
Dolomite	Little Sachigo	Ochig	Setting
Doodaunt	Lobstick	Odel	Shabumeni
Dubawnt	Long	Omatuwi	Shagamu
Duck	Loonhead	Onatamini	Shakanah
Eabemet	Machawalan	Ooskootim	Shamattawa
East	Makokibatan	Opinnagau	Sipiwesik
Echimamish	Mameigwess	Opanask	Sisipuk
Ekwan	Manasan	Opegano	Sogakwa
Elbow	Manitush	Opikelgen	Split

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KEEWATIN—*Concluded.*KEEWATIN—*Con.*

Squirrel  
Sutton  
Sweet Herb  
Tabasokwia  
Takipy  
Tashka  
Teal  
The Elbow  
The Pas  
Thleweechodezeth  
Threepoint  
Totogan

Trout  
Uppinnakaw  
Wabishkok  
Wadopl  
Wagabkedel  
Wanusk  
Wapichtigow  
Wapikopa  
Wapishtigau  
Wapitotem  
Wahagami  
Washi  
Waskatowaka  
Waskik

Waskwatim  
Watchi  
Weenisk  
Weibikwei  
Weir  
Wekusko  
Wenassaga  
Wepiskow  
West  
West Niskitogisew  
West Winisk  
Wimapedi  
Windy  
Winisk

Winiakias  
Winonitkameg  
Wintawanan  
Wintering  
Witchai  
Wizida  
Wizidans  
Wolf  
Wolf Rand  
Wood  
Wunnummin  
Wuskatasko  
Wuskwatim  
Yawningstone

## MACKENZIE.

Ark-e-lesnit  
Backs  
Back's Western  
Bear  
Cathawachaga  
Clinton-Colden  
Dahadinni  
Dubawnt

Earl Grey  
Great Bear  
Great Fish  
Home  
Kathawachaga  
Klewi  
Laurier  
Liard

Lockhart  
Mountain  
Nyarling  
Pethinue  
Sass  
Sass-lesni  
Setidgi

Sitidgi  
Tess-Clewee  
Thelow  
Thelon  
Thleweechodezeth  
Western  
Wholdia

## MANITOBA.

Albert  
Anderson  
Bad Throat  
Berens  
Big  
Big Black  
Bird  
Birds Hill  
Black  
Bloodvein  
Boyne  
Burton  
Dauphin  
Deer  
Doghead  
Dog's Head  
Duck River N.

Duck River S.  
East Doghead  
Ebb-and-Flow  
Grand  
Great Black  
Hecla  
Hole  
Huns Valley  
Icelandic  
Iles de Bois  
Jackhead  
LaRivière  
Little Black  
Little Saskatchewan  
Lorette  
McCreary  
Manigotagan

Matheson  
Minnewakan  
Morris  
Muskrat  
Netley  
Nipuwini  
North Duck  
Oakbank  
Oiseau  
Outer Sturgeon  
Partridge Crop  
Payooman  
Peonan  
Pinemuta  
Punk  
Rat Portage lake

Reindeer  
St. George  
St. Martin  
Saskatchewan  
Scratching  
Snake  
Souris  
South Duck  
Steepprock  
Turnagain  
Violadale  
Wanipigow  
Warpath  
West Dog Head  
Whiteway  
Winnipegosis

## NEW BRUNSWICK.

## ALBERT.

Albert  
Chignecto  
Demoiselle  
Enrage  
Golden Mountain  
Gowland Mountain  
Hopewell Corner  
Petitcodiac  
Point Wolf  
Rougie  
Roxburgh  
Salisbury

## CARLETON.

Becaguimec  
Beechwood  
Bumfraw  
Mars Hill  
Meduxnekeag  
Monquart  
Newburg  
Peckagomique  
Presquille  
Richmond  
Rivière des Chutes  
Shiktahawk

## CHARLOTTE.

Belas  
Campobello  
Canouse  
Deadman  
Etag  
Grand Manan  
Kanus  
Lepreau  
L'Etang  
L'Etete  
Letite  
Loutre  
Mace

## Maduzmakeag

Mascabin  
Mascareen  
Meholland  
Menan  
Midjik  
Mijic  
Mulholland  
Paskakegan  
Piskahegan  
Rollingdam  
St. Andrews  
St. Stephen  
Watt  
Watt Junction

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NEW BRUNSWICK—*Concluded.*

## GLOUCESTER.

*Alemek*  
*Baie des Chaleur*  
*Bartibog*  
*Caraget*  
*Chaleur*  
*Grande Anse*  
*Lamek*  
*Miscou*  
*Mya*  
*Nepisiguit*  
*Nickadow*  
*Nigadu*  
*Nipisiguit*  
*North Mya*  
*Petit Rocher*  
*Pocmouche*  
*Pokemouche*  
*Pokesudi*  
*Shippigan*  
*South Mya*  
*Tetagouche*  
*Tetagouche*

## KENT.

*Cocagne*  
*Galloway*  
*Galway*  
*Kingston*  
*Macdougall*  
*Molus*  
*Moulie's*  
*New Galloway*  
*New Galway*  
*Pelerin*  
*Point Sapin*  
*Puellerling*  
*Rexton*  
*St. Mary*  
*St. Paul*

## KINGS.

*Newtown*  
*Pegouket*

*Philmonro*  
*Pikwaket*  
*Quispamsis*

## MADAWASKA.

*Gounamits*  
*Gunamits*  
*Little Fork*  
*Wagan*

## NORTHUMBERLAND.

*Barnaby*  
*Cain*  
*Cain River*  
*Kains*  
*Miramichi*  
*Nepisiguit*  
*Nipisiguit*  
*Rivière des Caches*  
*Rogersville*  
*Stratharbo*  
*Tabasintac*  
*Tabisintac*  
*Tabusintac*

## QUEENS.

*Gaspereau*  
*Grimross*  
*Washademoak*

## RESTIGOUCHE.

*Baie des Chaleur*  
*Campbellton*  
*Chaleur*  
*Colebrooke*  
*Dawsonville*  
*Gounamits*

*Gunamits*  
*Kedgwick*  
*Lanin*  
*Le Nim*  
*Lenim*  
*Little Fork*  
*Nictor*  
*Quatawamkedgewick*  
*Restigouche*

## ST. JOHN.

*Courtenay*  
*Manawagonish*  
*McCoy*  
*Thompson*

## SUNBURY.

*Gaspereau*  
*Oromocto*  
*Oronocto*  
*Portobello*  
*Rusagonis*  
*Rushagornis*

## VICTORIA.

*Aroostook*  
*Arthuret*  
*Ennishone*  
*Gounamits*  
*Gunamits*  
*Little Fork*  
*Nictau*  
*Odellach*  
*Otellock*  
*Rapide de Femme*

## WESTMORLAND.

*Aboushagan*  
*Aulac*  
*Baie Verte*  
*Bay Verte*  
*Belliveau*  
*Berrys Mills*  
*Bristol*  
*Chignecto*  
*Gaspereau*  
*Great Shemogue*  
*Jolicœur*  
*Luts*  
*Missaguash*  
*Oulac*  
*Painsec*  
*Petitcodiac*  
*Point de Bute*  
*Pont à Buot*  
*Shemogue*

## YORK.

*Becaguimes*  
*Brockway*  
*Brookway*  
*Chiputneticook*  
*Coac*  
*Koak*  
*McAdam*  
*Nacawicac*  
*Nackawic*  
*Newmarket*  
*Oromocto*  
*Oronocto*  
*Peckagomique*  
*Pocowagamis*  
*Pokiok*  
*Pokowagamis*  
*Pogusock*  
*Shogomoo*  
*Springfield*  
*Springhill*  
*Stanley*  
*Taxes*

## NOVA SCOTIA.

## ANNAPOLIS.

*Chute Cove*  
*Delap Cove*  
*Fairy*  
*Keejim-Kujic*  
*Marshall Cove*  
*Port Lorne*  
*Port William*

## ANTIGONISH.

*George*  
*St. George*

## CAPE BRETON.

*Fourchu*

## COLCHESTER.

*Debert*  
*Kemptown*  
*Minas*  
*Partipique*  
*Portapique*  
*Waughts*

## CUMBERLAND.

*Chignecto*  
*Conn Mills*  
*D'Or*  
*Joggins*  
*Maccan*  
*Minas*  
*Parrsboro*  
*Phillip*  
*Salem*

*Shoulie*  
*South Joggins*  
*South Joggings*

## DIGBY.

*Belliveau*  
*Brier*  
*Bryer*  
*Meteghan*  
*Meteghan Station*  
*Prim*  
*Rogers*  
*St. Mary*

## GUYSBOROUGH.

*Caledonia*  
*Charlo*  
*Crow Harbour*

*Isaac Harbour*  
*Liscomb*  
*Middle Caledonia*  
*Newtown*  
*Port Bickerton*  
*Queensport*  
*Sherbrooke*

## HALIFAX.

*Barrie*  
*Big Thrumcap*  
*Caribou Mines*  
*Catch*  
*Coolan*  
*Coonan*  
*Eisner*  
*Frederick*  
*George*  
*Grand*

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NOVA SCOTIA—*Concluded.*

<b>HALIFAX—Con.</b> Hackett Cove Hubbard Cove Isnor Ketch Kitiwiti Lichfield Little Musquodoboit <i>Little R. Musquodoboit</i> Mauger Meagher Navy Peggy Cove Pine Wood Reid St. Margaret Shad Shag Sheehan Shehea Shubenacadie Stevens Stephens Stony Tangier Tenants Terence Thom Thrumcap Turner White	<b>Cockmagun</b> Cockmagun Cogmagun Grand Hennigar Joshua Hennigar La Tete Minas Northfield Petite St. Croix Shubenacadie Tenny Tennycap Walton Weir	<b>LUNENBURG.</b> Hobson Lahave Upper Lahave	Inhabitants Janvrin Jauvin L'Ardolse Poulamon
	<b>INVERNESS.</b>	<b>PICOU.</b>	<b>SHELBURNE.</b>
	Cheticamp Dennis Denys Grand Etang Margaree	Barney Barney River Big East John Merigomish Middle West	<i>Big Port l'Hebert</i> <i>Head of Jordan R.</i> Jordan River McNutt Port Hebert Port Latour Shelburne
	<b>KINGS.</b>	<b>QUEENS.</b>	<b>VICTORIA.</b>
<b>HANTS.</b>	Canaan Chipman Corner Coldbrook Minas New Canaan Scotsman Split Whiterock	<b>RICHMOND.</b>	Aspy Boularderie Indian Ingonish Munro Niganishe St. Ann
Cheverlie Chiverie		Ardoise Bras d'Or Crichton Framboise Great Bras d'Or Habitants	<b>YARMOUTH.</b>
			Great Tusket Tusket

## ONTARIO.

<b>ADDINGTON.</b> Ashby Effingham Island Little Weslemcoon Weslemcoon	Robertson Rowe	Doré Douglas Eagle Earl Patches Echo Evelyn Fishing Flowerpot Gat Gauley Ghegheto Gig Gilphie Georgian Golden Greenfield Greenough Gull Gunn Hopkins Horton Huntress Hurd Inverhuron Isle of Coves Johnston Juno Kincardine Knife Kolfage Lambert Lee	Logie Loscombe Lyal McCallum McElhinney MacGregor McNab Macpherson McRae Mad Main Malcolm Milton Parker Penetangore Pine Tree Porcupine Port Elgin Ragged Red Reid Ripple Russel Saturn Saugeen Saxon Scott Scougall Scout Seashell Shute Sibert
	<b>BRUCE.</b>		
	Arbutus Argyle Bad Neighbour Baptist Barrett Beament Belcher Boyer Burke Campbell Cataract Cavalier Chantry Chiefs China Cigar Clark Corisande Cornet Corsair Cove Cove Island Crab Dack Dane Doctor Dorcas		
<b>ALGOMA (District).</b>			
Bachewanaung Bagutchuan Batchawana Blind Brulé Chippewa Coldwater Grand Grasett Harmony Jackson Jones Kenogami Mississagi North Lizard Pagwachuan Paughtchewan Paugutcheuan Pougulchuan			

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## ONTARIO—Continued.

## BRUCE—Con.

Simon  
Smokahouse  
Southampton  
Stokes  
Stony  
Tecumseh  
Terry  
Tobermory  
Tolmie  
Turning  
Twin  
Vrooman  
Wanderer  
Warner  
Warren  
Wells  
Welsh  
Wreck  
Youell  
Zinkan

## CARLETON.

Bells Corners  
Britannia Bay  
Dwyerhill  
Goulburn  
Harwood Plains  
Hemlock  
Herbert Corners  
Hurdman  
Jockvale  
Johnston Corners  
Limebank  
Mackay  
Orleans  
Ottawa  
Remic  
Remous  
St. Joseph d'Orleans  
Stanley Corners  
Stittville  
Westboro  
Woodroffe

## DUNDAS.

Bouckhill  
Brinston  
Dixon Corners  
Froatsburn  
Galop  
Little Nation  
Nation  
Newross  
Petite Nation  
Reid Mills  
South Nation  
Toyehill

## ESSEX.

Pelce  
St. Clair

## FRONTENAC

Bayfield  
Long  
Melville

Myles  
Penitentiary  
Prince Regent  
Royal George  
Seven Acres  
Wolfe

## GLENGARRY.

Baudet  
Beaudet  
Bodet  
Cashionglan  
Dellisle  
Garry  
Glenbrook  
Glennevis  
Glenroy  
Grant Corners  
L'Isle  
Munroe Mills  
Raisin  
Rigaud  
Riv. aux Raisins  
St. Raphael

## GRENVILLE.

Acton Corners  
Burritt Rapids  
Easton  
Galop  
Graisse  
Little Nation  
Lordmills  
McReynolds  
Millar  
Nation  
Petite Nation  
Shanly  
South Nation  
Wilson

## GREY.

Georgian.

## HALDIMAND.

Canboro  
Cook  
De Cowville  
Nelles  
Sherbrooke  
Willowgrove

## HALIBURTON.

Boshkung  
Bright  
Burnt  
Canning  
Cay-ke-quah-bekung  
Davis  
Drag  
East  
Eels  
Farquart  
Fishtail  
Fletcher  
Grace

Haliburton  
Harry  
Johnson  
Kabakwa  
Kah-bah-bah-quah  
Kah-shah-gah-wig-o-mog  
Kahwambejewagmog  
Kashagaw  
Kashagawigamog  
Kawagama  
Kekkekawbi  
Ken-ne-big  
Ken-ne-ses  
Kennibik  
Kennisis  
Kimball  
Kingscote  
Kushog  
Little Boshkung  
Louisa  
Macdonald  
McFadden  
McKenzie  
Miskwabi  
Monk  
Monmouth  
Moore  
Ne-na-tik-go  
Ninatigo  
North  
Nunikani  
Oxtongue  
Paudash  
Pee-pee-ke-wah-be-kung  
Pen  
Percy  
Pipikwabi  
Poverty  
Redstone  
Rock  
Sah-wah-mish-ehs  
St. Nora  
Sawamisshi  
Sheldon  
Soyers  
Stormy  
Straggle  
Welcome

## HASTINGS.

Anne  
Baker  
Baptiste  
Bayside  
Boulter  
Clark  
Coehill  
Copeway  
Deseronto  
Diamond  
Dickey  
Dixon  
Egan  
Fraser  
Grimsthorpe  
Gunter  
Hastings  
Hungry  
Jamieson  
Jordan  
Kaijick Manitou  
Kamaniskeg  
L'Amable

Limestone  
Long  
Moira  
Myers  
Nigger  
Ox  
Papineau  
Quinte  
Salmon  
Shannonville  
Sidney  
Snake  
Tangamong  
Telegraph  
Thomson  
Thurlow  
Trent  
Trenton  
Tyendinaga  
Wadsworth  
Whetstone  
Wolf  
York  
Zwick

## HURON.

Albert  
Ausable  
Bayfield  
Blacks  
Cantin  
Goderich  
Kintail  
Maitland  
Menesatung  
Sable  
St. Joseph  
Wright

## KENT.

St. Clair

## LAMBERTON.

Blus  
Edward  
Harris  
Ippeewash  
Kettle  
Petrolia  
Point Edward  
St. Clair

## LANARK.

Allan Mills  
Christie Lake  
Ferguson Falls  
Franktown  
Smiths Falls

## LEEDS.

Bagot  
Bellamy  
Bloomfield  
Bluff  
Bolivia  
Broughton



SESSIONAL PAPER No. 21a

ONTARIO—*Continued.*LEWIS—*Con.*

*Catline*  
*Cherry*  
*Cook*  
*Corn*  
*Deer*  
*Donald*  
*Dromedary*  
*Fairfield*  
*Georgina*  
*Glenelbe*  
*Goulbourn*  
*Hamilton*  
*Hog*  
*Jackstraw*  
*Little*  
*McDonald*  
*McIntosh*  
*Narrow*  
*Old Bluff*  
*O'Neil*  
*Pear*  
*Peel*  
*Poole*  
*Pooles Resort*  
*Prince Edward*  
*Rattlesnake*  
*Robert*  
*Rocksprings*  
*Rough*  
*St. Helena*  
*Seeley*  
*Sherwood Spring*  
*Snake*  
*Sumac*  
*Tent*  
*Yeo*  
*Wiltse*

## LENNOX.

Salmon  
 Unger

## LINCOLN.

Bismarck  
 Campden  
 Gainsborough  
 Grassie  
 Jordan Harbour  
 Queenston  
 St. Ann  
 St. Catharines  
 St. David  
 Wellandport

## MANITOULIN (District).

Advance  
 Agawa  
*Agawa*  
 Ainslie  
 Bain  
 Beech  
 Belanger  
 Benson  
 Birch  
*Black*  
 Blake  
 Blue Jay  
 Boom  
 Buckeye  
 Buller  
 Burnt  
 Burnt Island  
*Cariboo*  
 Carroll Wood  
 Carter  
 Castilian  
 Channel  
 Charlton  
 Chisholm  
 Christina  
 Cinder  
 Cockburn  
 Dave  
 Dean  
 Desert  
 Dominion  
 Dunn  
*East Belanger*  
 East Sister  
 Edna  
 Ella  
 Emily Maxwell  
 Everett  
 Fagan  
 False Detour  
 Fisher  
 Fitzwilliam  
 Frechette  
 Froude  
 Gaspesia  
 Gatacre  
 Genesta  
 Girouard  
 Glycerine  
 Goose  
*Grand Manitoulin*  
 Grantham  
*Grant*  
 Gravel  
 Great Duck  
 Green  
 Greene  
 Greene Island  
*Full*  
 Hammond  
 Hannah  
 Hensley  
 Herschell  
*Hewson*  
 Horseshoe  
*Houston*  
 Hughson  
 Hungerford  
 Hyndman  
 Indian  
 Inkster  
 Inner Duck  
 Ivan  
 James  
 Jenkins  
 Jennie Graham  
 Jones  
 Kipling  
 Kitchener  
 Kitty  
 Labrador  
 Larry  
 Leask  
 Little  
*Little Cockburn*  
*Little Grant*  
*Little Green*  
 Lonely  
 Loughheed

Lucas  
 Lynn  
 Macauley  
 McCarthy  
 McGaw  
 McKay  
 McKim  
 McLelan  
 Magnetic  
 Maiden  
 Manitoba  
 Manitou  
 Manitoulin  
*Manitoulin gulf*  
 Manitowaning  
 Mary  
 Mayflower  
 Meldrum  
 Melville  
 Methuen  
 Michael  
 Middle Duck  
*Mildram*  
 Milton  
 Mindemoya  
 Mink  
 Misery  
 Mississagi  
 Monell  
 Murphy  
 Mutchmore  
 North  
 Outer Duck  
 Owen  
 Pearson  
 Perseverance  
 Phoebe  
 Portage  
 Providence  
 Pulpwood  
 Purvis  
 Quarry  
 Queen  
 Rathbun  
 Red Dan  
 Rickett  
 Rickley  
 Rixon  
 Roberts  
 Rudyard  
*Sand*  
 Saunders  
 Scotchie  
 Seaman  
 Shamrock  
 Shecake  
 Ship  
 Simcoe  
 Sims  
 Smith  
 South  
 S. Baymouth  
 Square  
 Strigley  
 Stafford  
 Steevens  
 Stewart  
*Stony*  
 Taylor  
 The Narrows  
 The Ridge  
 Thibault  
 Thistle  
 Thomas  
 Timber  
 Todman

Vigilant  
 Volunteer  
 Wagosh  
 Walker  
 Walkhouse  
 Wallace  
*West Belanger*  
 West Duck  
 Western Duck  
 West Sister  
 Wheeler  
 White  
 Wild  
 Woods  
 Yeo

## MUSKOKA (District).

Bays  
 Brébeuf  
 Georgian  
 Muskoka  
 St. Mary  
 Trading

## NIPISSING (District).

Abitibi  
 Ayles  
 Blanche  
 Cache  
 Camp  
 Dawson  
 Dotty  
 Farr  
 Hannah  
*Hannah Bay R.*  
 Harricanaw  
 Hay  
 Katherine  
 Larder  
 Little Madawaska  
*Little Opeongo*  
 Lobster  
 Macauley  
 McNevin  
 Maggie  
 Opeongo  
*Preseni*  
*President*  
 Provoking  
 Ragged  
 Sea  
 Smoke  
 Source  
*Tamagaming*  
 Tasso  
 Tea  
*Temagami*  
*Temiscaming*  
*Temiscamingue*  
*Temiskaming*  
 Timagami  
 Timiskaming  
 Two Rivers lake  
 Wabi  
 Wright

## NORFOLK.

La Salette  
 Maboe

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## ONTARIO—Continued.

## NORTHUMBERLAND.

Brighton  
Calf Pasture  
Carrying Place  
*Gale*  
Murray  
Peter  
Presqu'ile  
Sherwood  
Shoal  
*Stony*  
Trent  
Twelve O'clock  
Weese

*Desaticaux*  
*Des Amecane*  
Fournier  
*Graisse*  
Gratton Corner  
*Great*  
Hamilton  
*Large*  
*Little Nation*  
L'Original  
McAlpine  
*Nation*  
*Petite Nation*  
Rigaud  
South Nation

*Bass*  
Beaverhouse  
Bending  
Bent  
Berry  
*Black Bird*  
*Black Sawbill*  
*Blueberry*  
*Boulder*  
Burnet  
Butler  
Calder  
Cameron  
*Canoe*  
Carleton  
*Clear*  
*Clearwater*  
Cleft Rock  
Cow  
*Crow*  
*Deer*  
Denmark  
Dinorwic  
Dryberry  
Dryden  
Dymont  
Eagle Rock  
Fisher  
Flint  
Fog  
Foreleg  
Gamakagamik  
Gawjewiagwa  
Ghost  
Gilbert  
*Grassy River lake*  
Gryphon  
Harris  
Hawk  
Hawk Cliff  
Hector  
Huff  
Hughes  
Ingall  
Kabagukski  
*Kabitustigweiak*  
Kagiwiosa  
Kalashkomin  
Kakagi  
Kakinnozhans  
Kamanatogama  
Kaminassin  
*Kaminnavetiskagwok*  
Kaminni  
Kamongus  
Kaopskikamak  
Kaoskauta  
Kapesakosi  
Kawashegamuk  
*Kawasheibemagagamak*  
Kawawia  
*Kawawigamak*  
Kekekwa  
Kennabutch  
Kennewapekko  
Kenoshe  
Kilvert  
Kimmewin  
Kinnickoneship  
Kinnyu  
*Kinoje*  
*Kiskopkechewans*  
Kukukahu  
*Large Trout*  
Lewis  
Line

*Little Jackfish*  
*Little Wabigoon*  
Lobstick  
*Loon*  
*Lynx*  
McHugh  
MacMillan  
Mang  
Manitumalg  
Manomin  
Meander  
Meggsi  
Menikwest  
Mennin  
Meskwatessi  
Minnewelsakag  
Minnehaha  
Minnitaki  
Mongus  
*Moonshine*  
*Mud*  
Nemeibennuk  
Nosheiatik  
Osbourne  
Ospasinni  
Otakus  
*Oval*  
Oxdrift  
*Painkiller*  
Parrywood  
Peak  
Penassi  
Pichenninnis  
Picture Narrows  
Power  
Priam  
Route  
Rowan  
Saganaga  
Sasakwei  
Schist  
Seggemak  
Selby  
*Shallow*  
Shingwak  
Shongwashu  
*Small Trout*  
Smoothrock  
Stanawan  
Stanzhikimi  
Stephen  
Stewart  
Stranger  
*Sucker*  
*Summit*  
Sunshine  
Syndicate  
Taché  
*Tasheigama*  
Tawatinaw  
Tegau  
Three Fork  
Unaminnikan  
Uphill  
*Upper Manitou*  
Vermilion  
*Vulture*  
Wabigoon  
Wall-eye  
Wapagelsi  
Wapus  
Washelbemaga  
Wawia  
Weisleno  
Winnange

## PRINCE EDWARD.

## ONTARIO.

Frenchman  
*Pickering*  
*Starvation*  
Strawberry

Albury  
Ameliasburg  
Bald  
Big  
*Capt. John's*  
Carrying Place  
Cedar  
Cole  
Cornwall Park  
Foresters  
Fox  
Grape  
Green  
Grove  
Horse  
Indian  
Massasauga  
Miller  
Muscote  
Northport  
Onderdonk  
Pine  
Pleasant  
Potter  
Quinte  
Rednersville  
Robinson  
Rossmore  
*Salmon*  
Salt  
Ship  
Smoke  
Solmes  
Solmesville  
Sophiasburg  
*South*  
*South Bay*  
Stoneburgh  
Telegraph  
Wallbridge  
Way  
Weller  
Wicked  
Youngs

*Bass*  
Beaverhouse  
Bending  
Bent  
Berry  
*Black Bird*  
*Black Sawbill*  
*Blueberry*  
*Boulder*  
Burnet  
Butler  
Calder  
Cameron  
*Canoe*  
Carleton  
*Clear*  
*Clearwater*  
Cleft Rock  
Cow  
*Crow*  
*Deer*  
Denmark  
Dinorwic  
Dryberry  
Dryden  
Dymont  
Eagle Rock  
Fisher  
Flint  
Fog  
Foreleg  
Gamakagamik  
Gawjewiagwa  
Ghost  
Gilbert  
*Grassy River lake*  
Gryphon  
Harris  
Hawk  
Hawk Cliff  
Hector  
Huff  
Hughes  
Ingall  
Kabagukski  
*Kabitustigweiak*  
Kagiwiosa  
Kalashkomin  
Kakagi  
Kakinnozhans  
Kamanatogama  
Kaminassin  
*Kaminnavetiskagwok*  
Kaminni  
Kamongus  
Kaopskikamak  
Kaoskauta  
Kapesakosi  
Kawashegamuk  
*Kawasheibemagagamak*  
Kawawia  
*Kawawigamak*  
Kekekwa  
Kennabutch  
Kennewapekko  
Kenoshe  
Kilvert  
Kimmewin  
Kinnickoneship  
Kinnyu  
*Kinoje*  
*Kiskopkechewans*  
Kukukahu  
*Large Trout*  
Lewis  
Line

*Little Jackfish*  
*Little Wabigoon*  
Lobstick  
*Loon*  
*Lynx*  
McHugh  
MacMillan  
Mang  
Manitumalg  
Manomin  
Meander  
Meggsi  
Menikwest  
Mennin  
Meskwatessi  
Minnewelsakag  
Minnehaha  
Minnitaki  
Mongus  
*Moonshine*  
*Mud*  
Nemeibennuk  
Nosheiatik  
Osbourne  
Ospasinni  
Otakus  
*Oval*  
Oxdrift  
*Painkiller*  
Parrywood  
Peak  
Penassi  
Pichenninnis  
Picture Narrows  
Power  
Priam  
Route  
Rowan  
Saganaga  
Sasakwei  
Schist  
Seggemak  
Selby  
*Shallow*  
Shingwak  
Shongwashu  
*Small Trout*  
Smoothrock  
Stanawan  
Stanzhikimi  
Stephen  
Stewart  
Stranger  
*Sucker*  
*Summit*  
Sunshine  
Syndicate  
Taché  
*Tasheigama*  
Tawatinaw  
Tegau  
Three Fork  
Unaminnikan  
Uphill  
*Upper Manitou*  
Vermilion  
*Vulture*  
Wabigoon  
Wall-eye  
Wapagelsi  
Wapus  
Washelbemaga  
Wawia  
Weisleno  
Winnange

## OXFORD.

Hawtrey  
Tiltsenburg

## PARRY SOUND (District).

Georgian  
Maganatawan  
*Magnetawan*

## PETERBOROUGH.

Anstruther  
Barrette  
Bolger  
Bussard  
Catchacoma  
Chemung  
Compass  
Cox  
*Eagle*  
*Gull*  
Jack  
*Kag-ish-a-bog-a-mog*  
Kasshabog  
*Ketchacum*  
Loucks  
Mississauga  
Oak  
Pencil  
Pilot  
Serpentine  
*Shemong*  
*Stony*  
Stoplog  
Tallan

## RAINY RIVER (District).

Alabewatik  
Anshekumming  
Ash  
Asheigamo  
Asinkepatakiso  
Atikwa  
*Bad Rice*  
Barclay  
Barren

*Bass*  
Beaverhouse  
Bending  
Bent  
Berry  
*Black Bird*  
*Black Sawbill*  
*Blueberry*  
*Boulder*  
Burnet  
Butler  
Calder  
Cameron  
*Canoe*  
Carleton  
*Clear*  
*Clearwater*  
Cleft Rock  
Cow  
*Crow*  
*Deer*  
Denmark  
Dinorwic  
Dryberry  
Dryden  
Dymont  
Eagle Rock  
Fisher  
Flint  
Fog  
Foreleg  
Gamakagamik  
Gawjewiagwa  
Ghost  
Gilbert  
*Grassy River lake*  
Gryphon  
Harris  
Hawk  
Hawk Cliff  
Hector  
Huff  
Hughes  
Ingall  
Kabagukski  
*Kabitustigweiak*  
Kagiwiosa  
Kalashkomin  
Kakagi  
Kakinnozhans  
Kamanatogama  
Kaminassin  
*Kaminnavetiskagwok*  
Kaminni  
Kamongus  
Kaopskikamak  
Kaoskauta  
Kapesakosi  
Kawashegamuk  
*Kawasheibemagagamak*  
Kawawia  
*Kawawigamak*  
Kekekwa  
Kennabutch  
Kennewapekko  
Kenoshe  
Kilvert  
Kimmewin  
Kinnickoneship  
Kinnyu  
*Kinoje*  
*Kiskopkechewans*  
Kukukahu  
*Large Trout*  
Lewis  
Line

*Little Jackfish*  
*Little Wabigoon*  
Lobstick  
*Loon*  
*Lynx*  
McHugh  
MacMillan  
Mang  
Manitumalg  
Manomin  
Meander  
Meggsi  
Menikwest  
Mennin  
Meskwatessi  
Minnewelsakag  
Minnehaha  
Minnitaki  
Mongus  
*Moonshine*  
*Mud*  
Nemeibennuk  
Nosheiatik  
Osbourne  
Ospasinni  
Otakus  
*Oval*  
Oxdrift  
*Painkiller*  
Parrywood  
Peak  
Penassi  
Pichenninnis  
Picture Narrows  
Power  
Priam  
Route  
Rowan  
Saganaga  
Sasakwei  
Schist  
Seggemak  
Selby  
*Shallow*  
Shingwak  
Shongwashu  
*Small Trout*  
Smoothrock  
Stanawan  
Stanzhikimi  
Stephen  
Stewart  
Stranger  
*Sucker*  
*Summit*  
Sunshine  
Syndicate  
Taché  
*Tasheigama*  
Tawatinaw  
Tegau  
Three Fork  
Unaminnikan  
Uphill  
*Upper Manitou*  
Vermilion  
*Vulture*  
Wabigoon  
Wall-eye  
Wapagelsi  
Wapus  
Washelbemaga  
Wawia  
Weisleno  
Winnange

## PRESCOTT.

Atocas  
Autaca  
Asatika

SESSIONAL PAPER No. 21a

ONTARIO—*Concluded.*

<b>RENFWREW.</b>	Hoople <i>Little Nation</i> McMillan Corners Mille Roches Monckland <i>Moncklands Nation</i> Osnabruck <i>Petite Nation</i> Raisin <i>Raisins, Riv. aux</i> St. Andrews Sheek <i>Shieck</i> South Nation	Harris Heathcote Houghton Jarvis Jean-Pierre Kagianagami Kama Kaministikwia Kashaweogama <i>Kawakashkagama</i> Kawashkagama Kawaweogama <i>Kawawagagama</i> Kenogami Kenny Keshkabuon Kopka Lasher <i>Little Flatland</i> Lomond Lookout McEwen McKay McKellar McLaurin Magnet Makokibatan <i>Masokama</i> Michipicoten Middlebrun Miminiska Mission Montreal Nameiben <i>Nepigon</i> Neston Nipigon Obonga Obowanga Ogoki Onamakawash Onaman Opichuan Pawgachuan Pashkokogan <i>Pawgichewan</i> <i>Pawgutchewan</i> Pikitiigushi <i>Povgulgchuan</i> Pishldgi	Porphyry <i>Reef</i> Savant Seseganaga Shaganash Shangoina <i>Sheepshank</i> Sheasheeb Smoothrock Surprise Swede Tempest <i>Tiernan</i> <i>Turtle</i> Wabakimi Wabinoah Waweig Wawig Whiteclay Wigwasan
<b>RUSSELL.</b>	<b>SUDBURY (District).</b> <i>Wahnapiias</i> Wakami Wanapitel		<b>VICTORIA.</b>  Burnt
Bearbrook Bray Carlsbad Springs Cheney Cobb <i>Eastman's Springs</i> Embrun <i>Little Nation</i> Martel <i>Nation</i> <i>Petite Nation</i> St. Onge South Nation <i>The Lake</i>	<b>THUNDER BAY (District).</b> Aldridge Allanwater <i>Bagutchuan</i> Barnard Barrington Beckington Bonnet Brodeur Bukemiga Caldwell Campbell <i>Caribou</i> <i>Carp</i> Cat-tail Chivelston <i>Crystal</i> Davies Devizes Edward Flatland George Gourdeau Granite Eamer Greenbush Grey	McKay McKellar McLaurin Magnet Makokibatan <i>Masokama</i> Michipicoten Middlebrun Miminiska Mission Montreal Nameiben <i>Nepigon</i> Neston Nipigon Obonga Obowanga Ogoki Onamakawash Onaman Opichuan Pawgachuan Pashkokogan <i>Pawgichewan</i> <i>Pawgutchewan</i> Pikitiigushi <i>Povgulgchuan</i> Pishldgi	<b>WELLAND.</b>  Chantler Chippawa <i>Chippewa</i> Gasline Welland
<b>SIMCOE.</b>  Georgian Glenhuron Penetanguishene			<b>WELLINGTON.</b>  Glenallan
<b>STORMONT.</b>  <i>Black</i> <i>Chrysler</i> Croil Crysler Dickinson Landing Eamer Farra Point Harrison			<b>WENTWORTH.</b>  Binbrook Blackheath Clappison Harper Corners Ryckman Stoney
			<b>YORK.</b>  Fox <i>Snake</i>

## PRINCE EDWARD ISLAND.

<b>KINGS.</b>  <i>East Souris</i> <i>Hd. of St. Peter's Bay</i> Montague Peters Road St. Peter Souris	<b>QUEENS.</b>  <i>New Wiltshire</i> <i>North Wiltshire</i> St. Peter Wiltshire	<b>PRINCE.</b>  Cascumpeque <i>Holland</i> <i>Little (or S.) Miminigash</i> Malpeque	Miminegash Princetown <i>Richmond.</i> Roseville Skinner Pond
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## QUEBEC.

<b>ABITIBI (District).</b>  Abitibi Agotawekami Asinitchibastat	Atik <i>Atikonpi</i> Baxter Bell Broadback	<i>Brownwater</i> Brushy Buck-hill Cheblstuanonekau Chensagi	Chibougamau Christopherson Clay Cobau Coffee
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## QUEBEC—Continued.

<b>ABITIBI (District.)—Con.</b>	<b>Southwest</b>	<b>St. George Port Daniel</b>	<b>CHICOUTIMI.</b>
Cold	Taibi	West	Askitichi
Cone	<i>Tsheneagi</i>	<i>West Port Daniel</i>	Foamfall
Dome	Wabanoni		Ha Ha
<i>Eatchepashi</i>	Waswanipi		Kapikitegoitch
Elizabeth	Wedding	<b>CHAMBLY.</b>	Metabetchouan
Etchipotchi	Wemistagosew		Nikabau
Evans	West		Pipmakan
Florence	Wetetnagami		
Garden Island	Wettigo	Chambly	
Geikie	Whitegoose	St. Lambert	
Gens de terre	Wikwaskopauk		
Gizzard	Wotinimata		
<i>Hannah Bay R.</i>			<b>COMPTON.</b>
Harricanaw		<b>CHAMPLAIN.</b>	Springhill
Height-of-land	<b>ARGENTEUIL.</b>		
Hugh			
Ice	Beechridge	Assiwanan	<b>GASPE.</b>
Iserhoff	Greece Point	<i>Atem</i>	Anse au Vallon
Kabona	Hillhead	Atim	Chat
Kampigukakatoka	Kingham	Chakwa	<i>Despair</i>
Kamshigama	<i>Kingsay</i>	<i>Chisaouataisi</i>	Espoir
<i>Kaniapiakau</i>	St. Andrews	Great Beaver	Grande Anse
Kanusio		Hair Cutting	<i>Macquereau</i>
Kekek		Kamitegamak	Maquereau
Kelvin	<b>ASHUANIFI (District).</b>	Kapitswe	Ste. Anne des Monts
Kenapiakau		Kekeo	
Kisak		<i>Kickendatch</i>	
Klemawisk	<i>Bowdoin</i>	Kikendatch	
Kirk	<i>Groswater</i>	<i>Kirkendatch</i>	
Kitchigama	Kenemich	Male	
Lady Beatrix	McLean	Manuan	<b>HOCHELAGA.</b>
<i>Little Nottaway</i>	Melville	<i>Mashamengoose</i>	<i>Back</i>
Long	Rigolet	Mattawa	Côte-des-Neiges-Ouest
<i>Macostigan</i>	St. John	<i>Mejomanguse</i>	Longue-Pointe
Maikaskagi		Mekinak	Prairies, R. des
Makustigan		<i>Menjobaguse</i>	Rivière-des-Prairies
Matchimanito	<b>BAGOT.</b>	Mitchinamekus	
Mattagami		Mondonak	
Mattawagosik	Actonvale	Najan	<b>HUNTINGDON.</b>
<i>Megiskun</i>		Obiduan	Anderson Corners
<i>Mekiscan</i>		Onkammiss	<i>Calvin Grove</i>
<i>Metchiskan</i>	<b>BEAUHARNOIS.</b>	Oskelaneo	Clyde Corners
<i>Metiscan</i>		Pasminikana	Coffey
<i>Michagama</i>	Cartier	Pitopiko	Cowan
Middleton	St. Etienne-de-Beauhar-	Proud-sitting	Hinchinbrook
Migiskan	nols	Ribbon	Kelvingrove
Mikwasach	St. Stanislas de Kostka	<i>Ruban</i>	O'Neil
Millie		<i>Sackawatisi</i>	Port Lewis
Natchipotchi	<b>BERTHIER.</b>	St. Maurice	Ste. Agnès-de-Dundee
Nipukatasi		Sandy-beach	St. Regis
<i>Noddawai</i>		Sassawatissi	Starnesboro
Northeast	<i>Askwahani</i>	Travers	Whites
Nottaway	Eskwahani	Wayagamak	
Obatogamau	Kapitachuan	Weymontachi	
Olga	<i>Mashamengoose</i>	White Bear	
<i>Opamiska</i>	Matashi		<b>IBERVILLE.</b>
Opatawaga	<i>Mejomanguse</i>		St. Alexandre
Opawika	<i>Menjobaguse</i>	<b>CHARLEVOIX.</b>	Ste. Brigide
Opemiska	Mitchinamekus		
<i>Opivatakan</i>		Baie St. Paul	
O'Sullivan		<i>St. Paul's Bay</i>	<b>JACQUES CARTIER</b>
Otchisk	<b>BONAVENTURE.</b>		Ste Anne-de-Bellevue
Paskagama			Valois
Pijuwyan	<i>Baie des Chaleur</i>		
Puskitamika	Caplan	<b>CHATEAUGUAY.</b>	
Rabbit	Chaleur		
Reid	East	Allan Corners	<b>JOLIETTE.</b>
Scott	<i>E. Port Daniel</i>	Fèves	<i>Askwahani</i>
Shabogama	Matapedia	Rivière-des-Fèves	Eskwahani
Shamus	<i>Metapedia</i>	St. Urbain-de-Chateau-	Kapemitchigama
Sifton	Pointe la Garde	guay	Kapitachuan
Simon	Port Daniel		Tunagamik
Sleepy	St. Chas. de Caplan		
Soskumika			

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## QUEBEC—Continued.

LAKE ST. JOHN.	MISTASSINI (Dis.)— <i>Con.</i>	<i>Roussin</i> Ste. Rosalie St. Sixte <i>Salmon</i> <i>Sincique</i> Sugarbush Thirty-one-mile Wabassi Wilson Corners	<i>Shesheiquann</i> Shoshokwan <i>Temiscaming</i> <i>Temiscamingue</i> <i>Temiskaming</i> <i>Thomasine</i> Tiger Timiskaming Tomasine Wabaskus Wapusanan Washeka Winawiash
Ashuapmichuan Commissioners File-axe Mistassibi <i>Muskosibi</i> <i>Ouasienska</i> Peribonka St. Maurice <i>Ticouabi</i> Tikuape Washimeska <i>Wassienska</i>	Chabatok Cooper Kabistachuan Kanotaikau Kokomenhani <i>Little Mistassini</i> Marten Miskittenau Mistassini Mistassinis Mokwawastuk Nemiskau Pinched-neck Pontax <i>Pontiac</i> Poplar Punichuan Robert Rupert Tesekau Wakonichi	PONTIAC.	QUEBEC.
LAVAL.	Tétreauville Parc Laval	<i>Abbika</i> Anwatan Apika Atikmahik Barriere <i>Big</i> <i>Big Obashing</i> Burnt Bay Carrajou Chief Deepwater Dumoine Eagle Eel Expanse Fisher Gaotanaga Gens de terre <i>Grand</i> Grand lake Victoria Islands <i>Jean de Terre</i> <i>Kahuch</i> Kajakankikamak Kakabonga <i>Kakebonka</i> Kanikawinika Kanimitti Kapitachuan Kapitagama Katonche Kawasachuan Kawastaguta <i>Keepawa</i> Kekeko Kewagama Kinojevis Kipawa Kokomis Lapêche Lily Little Rogers Lonely Maganasibi Mann Mishornis Moosehorn Namawash Nawapitechin Newagama Nipmenanni Obashing Obaska Obikoba Opasatika Opikwan Osi-ko Otanabi Quinze Quio Quyon Rapides Rogers	<i>Kajoualwang</i> <i>Najualand</i> Najwalwank
LEVIS.	St. Henri	MONTCALM.	RIMOUSKI.
. L'ISLET.	St. Roch des Aulnaies	Akos Bear-grease Bouchette Kakashe Kamachigama Kapitachuan Namegos Namegosis <i>Nemegos</i> <i>Nemegosis</i> O'Sullivan <i>Shesheiquan</i> Shoshokwan	<i>Arignole</i> Mistikus Orignal
LOTBINIERE.	Deschaillons <i>Eschaillons</i> St. Antoine de Tilly <i>St. Antoine, Lotbiniere</i> <i>St. Jean Deschaillons</i>	MONTMORENCY.	SAGUENAY.
MASKINONGE.	Kapitachuan <i>Mashamangoose</i> <i>Mejomanguse</i> <i>Menjobaguse</i> Mitchinamekus Nemikachi	<i>Grand Lake Jacques</i> <i>Cartier</i> Jacques Cartier	<i>Bason</i> Bersimis <i>Betsiamits</i> Bouleau <i>Chaloupe</i> Eskimo <i>Fall</i> Godbout Ishimanikuagan Jupiter <i>Little Mecattina</i> <i>Little Natashquan</i> Manikuagan Martimoki <i>Mecatina</i> Mekattina Mille Vaches Moï-ie Monts <i>Mooshaulagan</i> Mushalagan Muskwaro Nabisipi Natashkwan <i>Observation</i> Olomanoshibo Pashashibu <i>Peashleebees</i> Pentecôte <i>Pepechekau</i> Pia-hti <i>Piastre</i> Pikapao <i>Pikopao</i> Pipishikau Pointe des Monts Quetachu Romaine <i>Sasaganaga</i> Sault au Cochon <i>Saut de Mouton</i> <i>Sawbill</i> Shallop Shekatika Sheldrake
MATANE.	Causapsca <i>Cosupscoult</i> Matapedia <i>Metapedia</i> Metis Ste. Angèle de Rimouski	OTTAWA.	
MEGANTIC.	<i>Lake Megantic</i> Megantic Thetford	Arcand Arosen Aylmer <i>Cardinal's</i> Charlebois Commandant Deschênes Gatineau Point Gens de terre <i>Grand Lac du</i> <i>Commissaires</i> <i>Jean de Terre</i> Kazabazua Kinonge Kirk Ferry Montebello <i>Nation</i> Nominig <i>North Nation</i> Ottawa Papineau Petite Nation Remic <i>Remous</i> <i>Rousseau</i>	
MISSISQUOI.	Nutt		
MISTASSINI (District).	Abatagush <i>Cabistachuan</i>		

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QUEBEC—*Concluded.*

SAGUENAY— <i>Con.</i>	ST. MAURICE.	SHERBROOKE.	TEMISCOUATA.
Southwest	Goldfinch	Ascot	Coudres
Tadoussac	Kawaskisigat	<i>Little Magog</i>	
<i>Toadnustook</i>	Kempt	Magog	TERREBONNE.
<i>Toadnustook</i>	<i>Mashamengoose</i>	Sherbrooke	
Tortue	<i>Mejomanguse</i>		Rouge
Tulnustuk	<i>Menjobaguse</i>		Ste. Thérèse-de-Blainville
Waputstagamu	Mitchinamekus	SOULANGES.	
Washikuti	Pakonsigane		TWO MOUNTAINS.
<i>Wacheeshoo</i>	Pieromonta	Baudet	
Watshishu	St. Maurice	<i>Beaudet</i>	La Chapelle
	Shawenegan	<i>Bodet</i>	St. Columban
	<i>Wabaskoutyunk</i>	Dalhousie Station	
	Wagwabika	<i>River Beaudette</i>	VAUDREUIL.
ST. * JOHNS.			
		STANSTEAD.	
Belle-Vallée	SHEFFORD.		<i>Graisse</i>
<i>Fort Lennox</i>		<i>Baldwin's pond</i>	Ile Perrot
Ile-aux-Noix		<i>Barnston pond</i>	Lavigne
Noix, ile aux	Rochelle	<i>Little Magog</i>	Point Fortune
St. Bernard-Sud	<i>Ste. Anne-de-Stukely</i>	Magog	Raquette
St. Valentin	Ste. Cecile-de-Milton	Lyster	Rigaud
			Verte-Vallée

## SASKATCHEWAN.

<i>Basquia</i>	<i>Highpound</i>	Moosejaw	Saskeram
Beaver	Highview	Mudjatic	<i>Seepanock</i>
<i>Big Cutarm</i>	Hillfarm	Nomeau	Shell
<i>Big Sturgeon</i>	Humboldt	Neale	<i>Silver</i>
Bonald	<i>Indian Pear</i>	Paquia	Sipanok
Buffalo Pound	Jumping Deer	<i>Payoonan</i>	Sisipuk
<i>Caribou</i>	Kaposvar	<i>Pebble</i>	Souris
Carrot	Leather	<i>Pelican</i>	<i>Sturgeon</i>
Churchill	<i>Little Cutarm</i>	Peonan	Torch
Cumberland	Lodge	<i>Pine Island lake</i>	Valleyview
Cutarm	Long	Pink	<i>Vermilion</i>
Doctor	Lowe	Pinto	<i>White Mud</i>
<i>Duck</i>	<i>Maple</i>	Primeau	Whitesand
Frenchman	McFarlane	Red Deer	Willowbunch
Frobisher	<i>Medicine Lodge</i>	Roche Percée	Wood
Goosehunting	<i>Misinnippi</i>	<i>Root</i>	<i>Wood Mt. river</i>
<i>Hanging Hide</i>	<i>Moose</i>		

## UNGAVA.

Abloviak	Chimo	High Fall	Kyak
Akpatok	Comb	Hopes Advance	Labrador reef
Akwatuk	Deception	Hudson	Larch
Alukpaluk	Diana	Inukshilagaluk	Leaf
<i>Aquatuk</i>	Doctor	Inukshuktuyuk	<i>Little Charlton</i>
Aukpatuk	Douglas	Ittimenoktok	McLean
<i>Beacon</i>	Dyke	Jacob	McLelan
Bennett	Eastmain	Joy	Maiden
<i>Big</i>	Eider	Junnusuksoak	Manitounuk
<i>Big Rock</i>	Fisher	<i>Kangerthialuksoak</i>	Moses Oates
<i>Bishop Roggan</i>	<i>Fort Chimo</i>	Kaniapiskau	Nauyats
<i>Bowdoin</i>	<i>Fosters</i>	Kattaktok	Nedluk
Burgoyne	George	<i>Katukok</i>	<i>Nephjee</i>
Burwell	Goose	Keglo	Neptune Head
Button	Gray	<i>Kenogamissec</i>	North
Calm	<i>Great Bishop Roggan</i>	Kernertut	Old Factory
Charles	Grey Goose	King George	Omanek
Chidley	Gyrfalcon	Koksoak	Opinaka

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UNGAVA—*Concluded.*UNGAVA—*Con.*

Pauktorvik  
Payne  
Plover  
*Prince Henry Foreland*  
*Prince of Wales*  
Richmond  
Roggan

*Seal*  
*Shedui*  
Solomons Temples  
*South*  
Stimukoktok  
*Straight*  
Stupart  
*Tasurak*

The Wart  
Tisiriuk  
Trodelly  
Tunnussaksuk  
Tuttle  
Tuvalik  
Uinaksoak  
Wakeham

Wales  
*Wauquash*  
Weggs  
Whale  
Whitley  
Wiachuan  
William Smith  
Wood

## YUKON.

Adams  
Aishihik  
Alki  
Allgold  
Alligator  
Alma  
Alsek  
Annie  
Arkansas  
*Arkell*  
Atlin  
Australia  
Bach  
Baker  
Bald  
Bear  
Bedrock  
Benson  
Big Salmon  
Bird  
Bisel  
Blackfox  
Bonanza  
Boswell  
Boulder  
Boundary  
Brantnober  
Brewer  
Browns  
Bryant  
Burnham  
Burns  
Burton  
Calder  
Calf  
Campbell  
Canyon  
Carcross  
Caribou  
Carmack  
Cassiar  
Cave  
Chandindu  
Clear  
Clinton  
Coal  
Cone  
Conrad  
Cooper  
Crater  
Crooked  
Cudahy  
Dall  
Dalton  
Davidson  
Davis  
Dawson  
Deadwood  
Dewdney  
Dezadeash

Dion  
Disella  
Dognose  
Doine  
Dominion  
Donjek  
Duckie  
Dundalk  
Eagle Nest  
Earn  
Eldorado  
Emil  
Ensley  
Ethel  
Eureka  
Fairfield  
Fay  
Finger  
Finlayson  
Five-finger  
Fiat  
Florence  
*Fort Selkirk*  
Fortymile  
Frances  
Frederick  
Fremno  
Friday  
Galena  
Garnet  
Glacier  
Gladman  
Glenlyon  
Gnat  
Gold  
Goldbottom  
Golden  
Golden Horn  
Gold-run  
Granger  
Granite  
Gray  
Green  
Grizzly  
Gull  
Gustavus  
Gwilliam  
Haeckel  
Haggart  
Haldane  
Hall  
Hancock  
Harper  
Harris  
Hart  
Healy  
Henderson  
Henrietta  
Hester  
Hinton

Hodnett  
Hoole  
*Hootalingua*  
Hopkins  
Hunker  
Hutshi  
Hutshiku  
Illes  
Independence  
Indian  
Ingram  
Janet  
Jensen  
Jim  
Joel  
Johnston  
Jubilee  
Kalzas  
Kaskawulsh  
Katrina  
Ketza  
Klatsa  
Klokhok  
Klondike  
Klotassin  
Klotz  
Kluane  
Kluhini  
Klukshu  
Koidern  
Kusawa  
*Kwichepak*  
Laberge  
Ladue  
Lake  
Lansdowne  
Lansing  
Lapie  
Last-chance  
Laura  
Laurier  
*Lebarge*  
Leotta  
Lewes  
Liard  
Little Atlin  
Little Blanche  
Little-gem  
Little Salmon  
Logan  
Lombard  
Lorne  
Lubbock  
Lucky  
M'Clintock  
McConnell  
McEvoy  
Macmillan  
McPherson  
McQuesten

Maloney  
Marsh  
Mary  
Matheson  
Maunoir  
Mayo  
Meadow  
Mendenhall  
Michaud  
Michie  
Miles  
Miller  
Miners  
Minnie Bell  
Mint  
Montana  
Moose  
Mooseskin  
Morley  
Morrison  
Mosquito  
*Mountain*  
Nahoni  
Nares  
Narchilla  
Needle  
Nello  
New Zealand  
Nipple  
Nisling  
Nisutlin  
Nogold  
Nordenskiöld  
O'Brien  
*O'Connor*  
Ogilvie  
Oldman  
Oldwoman  
Ophir  
Orchay  
Ottawa  
Parker  
Pelly  
Perkins  
Perthes  
Peterson  
Pitts  
Poker  
Porcupine  
Porter  
Prejevalsky  
Ptarmigan  
Pugh  
Pyramid  
Quartz  
Quebec  
Quiet  
Quinn  
Reindeer  
Remington

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YUKON—*Concluded.*

YUKON— <i>Con.</i>			
Richthofen	Sifton	Taltmain	<i>Too-las</i>
Rink	Simmons	Tantalus	Tower
Rob Roy	Simpson	Tatchun	Tummel
Rose	Simpson Tower	Tatonduk	Tustles
Rosebud	Sixty	Tatshenshini	Tyers
Ross	Sixtymile	Tay	Unahini
Ruby	Slate	Taye	Vancouver
Saint Cyr	Small Duck	Terrace	Von Wilczek
Sata-sha	Soda	Teslin	Walker
Sayyea	Stake	The Three Guardsmen	Watson
Scroggie	Star	Thistle	Wellcsley
Sekulmun	Stewart	Thomas	Wesketahin
Selkirk	Stony	<i>Thron-diuck</i>	Wheaton
Selwyn	Sulphur	Tillei	White
Semenof	Swede	Tintina	Whitehorse
Shakwak	Tagish	<i>Tlet-lan-a-tsoots</i>	Windy
Sheep	<i>Takte</i>	Too-flat	Wolf
	Takhini	Too-much-gold	Yukon
	Taku		

## COUNTIES IN CANADA.

NEW BRUNSWICK.			
Alberta	Brant	Thunder Bay (district)	Joliette
Carleton	Bruce	Victoria	Kamouraska
Charlotte	Carleton	Waterloo	Lake St. John
Kloucester	Dufferin	Welland	Laprairie
Kent	Dundas	Wellington	L'Assomption
Kings	Durham	Wentworth	Laval
Madawaska	Elgin	York	Lévis
Northumberland	Essex		L'Islet
Queens	Frontenac		Lotbinière
Restigouche	Glengarry	PRINCE EDWARD ISLAND.	Matane
St. John	Grenville	Kings	Maskinongé
Sunbury	Grey	Prince	Megantic
Victoria	Haldimand	Queens	Missisquoi
Westmoreland	Haliburton		Mistassini
York	Halton		Montcalm
	Hastings		Montmagny
	Huron		Montmorency
	Kent	QUEBEC.	Napierville
NOVA SCOTIA.	Lambton	Abitibi (district)	Nicolet
Annapolis	Lanark	Argenteuil	Ottawa
Antigonish	Leeds	Arthabaska	Pontiac
Cape Breton	Lennox	Ashuanipi	Portneuf
Colchester	Lincoln	Bagot	Quebec
Cumberland	Manitoulin (district)	Beauharnois	Richelieu
Digby	Middlesex	Beauce	Richmond
Guysborough	Muskoka (district)	Bellechasse	Rimouski
Halifax	Nipissing (district)	Berthier	Rouville
Hants	Norfolk	Bonaventure	Saguenay
Inverness	Northumberland	Brome	Shefford
Kings	Ontario	Chambly	Sherbrooke
Lunenburg	Oxford	Champlain	Soulanges
Pictou	Parry Sound (district)	Charlevoix	Stanstead
Queens	Peel	Chateauguay	St. Hyacinthe
Richmond	Perth	Chicoutimi	St. Johns
Shelburne	Peterborough	Compton	St. Maurice
Victoria	Prescott	Dorchester	Temiscouata
Yarmouth	Prince Edward	Drummond	Terrebonne
	Rainy River (district)	Gaspé	Two Mountains
	Renfrew	Hochelaga	Vaudreuil
ONTARIO.	Russell	Huntingdon	Verchères
Addington	Simcoe	Iberville	Wolfe
Algoma (district)	Stormont	Jacques Cartier	Yamaska
	Sudbury (district)		



# LIST OF VESSELS

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# LISTE DES NAVIRES

7-8 EDWARD VII.

SESSIONAL PAPER No. 21b

A. 1908

# LIST OF SHIPPING

ISSUED BY

# DEPARTMENT OF MARINE AND FISHERIES

BEING A

# LIST OF VESSELS

ON THE

# REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1907



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1908

# LISTE DES NAVIRES

ÉMISE PAR LE

# MINISTÈRE DE LA MARINE ET PÊCHERIES

ÉTANT UNE

# LISTE DES NAVIRES

INSCRITS SUR LE

# LIVRES D'ENREGISTREMENT DU CANADA

LE

31<sup>e</sup> JOUR DE DÉCEMBRE

1907



OTTAWA

IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRÈS EXCELLENTE  
MAJESTÉ LE ROI.

1908

[No. 21b—1908]

## REPORT ON SHIPPING

---

To the Honourable

L. P. BRODEUR,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Seventeenth List of Shipping issued by this Department. In addition to the information given in previous years, the list now shows the vessels that have had their names changed, and their former names.

Since 1901 the list has been issued annually, and since 1904 it has been compiled from the records kept in the Department. These records are transcripts of forms received at the Department from the various Registrars of Shipping in Canada for transmission to the Registrar General of Shipping in England. Attention has frequently been called to the marked decrease, of late years, in the tonnage of Canadian registered shipping. The decrease, however, has not been as large as the statistics would indicate. When the list for 1901 was being prepared it was discovered that hundreds of vessels, which had been out of existence for many years, were still on the registers. These were taken off the books and every effort is now made to prevent names of vessels being included in the list which are no longer in existence.

In order to prevent duplication of ships' names, instructions, which came into force on the 1st of January of this year, were issued to the effect that the name of every vessel to be registered in Canada must be submitted to the Department for approval before registration.

A supplement, giving the names and tonnages of vessels registered, and of vessels whose registers have been closed during the month, is published monthly, and those issued up to date are bound with this volume.

The total number of vessels remaining on the register books of the Dominion, on the 31st December, 1907, was 7,528, measuring 698,688 tons, being an increase of 16 vessels and 44,509 tons register as compared with 1906; of this amount nearly 30,000 tons were transferred from Great Britain. The number of steamers on the register books, on the same date, was 3,007 with a gross tonnage of 471,795 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$20,960,640.

The number of new vessels built and registered in the Dominion of Canada during the last year was 392, measuring 38,410 tons register. Estimating the value of the new tonnage at \$45 per ton gives a total value of \$1,728,450 for new vessels.

During the year 452 vessels were removed from the register and a detailed statement is given showing the cause for their removal.

## RAPPORT SUR LA MARINE MARCHANDE

---

A l'honorable L. P. BRODEUR,  
Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la dix-septième liste de la Marine publiée par ce département. En sus des informations données durant les années précédentes, la liste indique les vaisseaux qui ont changé de noms et leurs anciens noms.

Depuis 1901, la liste a été publiée annuellement, et depuis 1904 elle a été préparée d'après les renseignements contenus aux dossiers du département. Ces renseignements émanent des rapports que nous ont fournis les divers enregistreurs des vaisseaux au Canada, pour être transmis au " Registrar General of Shipping " en Angleterre.

On a souvent fait remarquer la diminution marquée, durant ces dernières années, dans le tonnage des vaisseaux enregistrés en Canada. Cette diminution, cependant, n'est pas aussi grande que les statistiques sembleraient le démontrer. Lors de la compilation de la liste de 1901, on découvrit que des centaines de vaisseaux qui avaient cessé d'exister depuis plusieurs années, étaient encore inscrits dans nos registres. Ces vaisseaux ont été rayés des livres et toutes les précautions sont prises pour empêcher que les noms des vaisseaux qui ont cessé d'exister soient inclus dans la liste.

Afin d'empêcher que le même nom ne soit appliqué à deux vaisseaux différents, des instructions, qui sont entrées en vigueur le 1er janvier de cette année, ont été données en vue de soumettre au département, pour son approbation, le nom qu'on désire donner à un vaisseau avant son enregistrement.

Un supplément contenant les noms et le tonnage des vaisseaux enregistrés, ainsi que les vaisseaux dont le registre a été clos durant le mois, est publié mensuellement; les suppléments qui ont été publiés jusqu'à ce jour sont reliés avec le présent volume.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1907, était de 7,528, d'un tonnage de 698,688 tonnes, ce qui donne une augmentation de 16 vaisseaux et de 44,509 tonnes enregistrés par rapport à l'année 1906; de ce nombre, près de 30,000 tonnes nous vinrent d'Angleterre. Le nombre de navires à vapeur porté sur les registres à la même date était de 3,007, d'un tonnage brut de 471,795. En estimant la valeur moyenne du tonnage à \$30 le tonneau, le tonnage enregistré au Canada au 31 décembre dernier serait donc de \$20,960,640.

L'année dernière, 392 vaisseaux jaugeant 38,410 tonnes enregistrés au Canada ont été construits au pays. En estimant la valeur du nouveau tonnage à \$45 le tonneau, on obtient une valeur totale de \$1,723,450 pour les navires neufs.

Durant l'année écoulée, 452 vaisseaux furent rayés du registre et un état détaillé est publié indiquant la cause de leur radiation.

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STATEMENT showing the number of Vessels and number of Tons on the Registry Books  
of the Dominion of Canada, on December 31, 1907.

## PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du  
Canada, le 31 décembre 1907.

## PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. Nom: du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham.....	372	53	2,398	7,216
Dorchester.....	9	2	9	1,889
Moncton.....	11	2	119	1,324
Richibucto.....	15	4	129	447
Sackville.....	10	3	65	590
St. Andrews.....	176	11	644	3,485
St. John.....	334	98	53,559	54,512
Total.....	927	173	56,923	69,463

## PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst.....	7	2	162	289
Annapolis Royal.....	42	2	151	5,670
Arichat.....	115	2	71	3,091
Bartington.....	94	7	225	2,371
Canso.....	38	1	21	692
Digby.....	124	9	351	4,158
Guysboro'.....	8	.....	.....	241
Halifax.....	413	84	12,866	21,222
Liverpool.....	86	10	523	7,757
Lunenburg.....	284	10	836	23,749
Maitland.....	24	1	88	11,349
Parrsboro'.....	96	6	584	20,199
Pictou.....	55	22	6,773	7,352
Port Hawkesbury.....	61	4	155	1,648
Port Medway.....	15	1	138	1,184
Shelburne.....	78	4	186	4,624
Sydney.....	92	25	1,230	4,347
Truro.....	.....	.....	.....	.....
Weymouth.....	35	1	5	2,367
Windsor.....	90	13	1,412	34,655
Yarmouth.....	317	28	4,671	17,005
Total.....	2,074	232	30,448	173,950

## PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Amherst (Magdalen Islands).....	15	2	492	625
Gaspé.....	23	1	21	1,549
Montreal.....	647	251	89,679	119,887
Paspebiac.....	11	1	43	935
Quebec.....	633	159	20,472	40,811
Sorel.....	19	6	1,407	2,326
Total.....	1,338	420	112,914	186,133

## SESSIONAL PAPER No. 21b

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,  
&c.—*Continued.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,  
etc.—*Suite.*

## PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net
Amherstburg.....	14	10	263	337
Belleville.....	18	15	552	616
Bowmanville.....	2			316
Brockville.....	28	27	847	534
Chatham.....	21	14	426	580
Cobourg.....	7	2	315	1,021
Collingwood.....	80	77	16,798	11,932
Cornwall.....	2	2	46	32
Deseronto.....	16	10	773	1,269
Dunnville.....	1			57
Fort William.....	1			413
Goderich.....	43	35	2,351	2,233
Hamilton.....	53	46	8,226	6,037
Kenora.....	71	68	2,084	1,515
Kingston.....	195	135	12,372	17,817
Lindsay.....	49	29	625	1,706
Midland.....	24	22	14,745	10,161
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	402	244	32,042	32,286
Owen Sound.....	48	42	3,700	4,192
Peterborough.....	50	45	1,182	847
Pictou.....	21	14	2,921	3,076
Port Arthur.....	64	47	3,691	7,323
Port Burwell.....	9	7	119	137
Port Dover.....	14	10	291	424
Port Hope.....	33	24	1,663	2,309
Port Stanley.....	11	11	220	151
Prescott.....	30	15	1,138	4,469
Sarnia.....	43	34	10,259	9,156
Southampton.....	16	14	704	683
Sault Ste. Marie.....	59	50	7,578	7,665
St. Catharines.....	96	59	3,278	10,426
Simcoe.....	5	2	85	271
Toronto.....	388	307	40,884	33,765
Wallaceburg.....	32	16	1,287	2,862
Whitby.....	8			514
Windsor.....	60	32	7,814	7,048
Total.....	2,011	1,465	179,229	184,328

## PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown.....	145	17	4,110	9,815
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7-8 EDWARD VII., A. 1908

STATEMENT showing the number of Vessels and number of Tons on the Registry Books.  
*&c.—Concluded.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres.  
*etc.—Fin.*

## PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster . . . . .	170	100	6,800	10,287
Vancouver . . . . .	446	340	26,637	27,040
Victoria . . . . .	256	142	43,211	46,465
Total . . . . .	872	582	76,648	83,792

## PROVINCE OF SASKATCHEWAN.—PROVINCE DE LA SASKATCHEWAN.

Prince Albert. . . . .	4	3	281	290
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## PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg . . . . .	144	104	8,200	8,247
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## YUKON DISTRICT—DISTRICT DU YUKON.

Dawson. . . . .	13	11	3,042	2,670
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## SUMMARY—SOMMAIRE.

New Brunswick . . . . .	927	173	56,923	69,463
Nova Scotia . . . . .	2,074	232	30,448	173,950
Quebec . . . . .	1,338	420	112,914	166,133
Ontario . . . . .	2,011	1,465	179,229	184,328
P. E. Island . . . . .	145	17	4,110	9,815
British Columbia . . . . .	872	582	76,648	83,792
Manitoba . . . . .	144	104	8,200	8,247
Yukon District . . . . .	13	11	3,042	2,670
Saskatchewan . . . . .	4	3	281	290
Grand Total . . . . .	7,528	3,007	471,795	608,688



## SESSIONAL PAPER No. 21b

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1907, both inclusive.

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1907, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec	1,837	218,916	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario	815	113,008	825	114,990	849	123,947	926	131,761	958	135,440
P. E. Island	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba			2	178	2	178	6	246	17	1,161
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,463	7,169	1,333,01

Provinces.	1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,764	215,804	1,739	216,577
Ontario	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia	60	4,701	63	5,049	74	6,286	84	7,687	94	9,046
Manitoba	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440

Provinces.	1884.		1885.		1886.		1887.		1888.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,096	308,132	1,060	298,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia	2,942	541,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total	7,255	1,253,747	7,315	1,231,866	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642

Provinces.	1889.		1890.		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island	224	25,506	231	26,060	195	23,316	196	22,706	188	20,970
B. Columbia	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total	7,152	1,040,481	6,901	1,024,974	7,015	1,006,475	7,007	964,129	7,113	912,539

7-8 EDWARD VII., A. 1908

COMPARATIVE STATEMENT showing the number of Vessels and number of tons on the Registry Books of the Dominion of Canada, &c.—*Concluded*.

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin*.

Provinces.	1894.		1895.		1896.		1897.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,003	136,257	975	122,417	904	115,506	923	103,584
Nova Scotia.....	2,710	371,432	2,683	343,366	2,669	317,526	2,204	283,066
Quebec.....	1,427	160,590	1,454	158,776	1,469	153,649	1,480	158,077
Ontario.....	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349
P. E. Island.....	191	19,650	190	19,323	174	16,540	174	15,812
B. Columbia.....	336	26,455	346	25,988	363	26,622	364	26,604
Manitoba.....	98	6,715	106	7,307	115	7,934	115	7,272
Total.....	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754

	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	903	89,267	920	86,288	927	78,708	915	75,293	917	64,606
Nova Scotia.....	2,167	262,176	2,121	243,457	2,121	226,817	1,980	214,500	2,037	212,967
Quebec.....	1,378	144,447	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660
Ontario.....	1,452	134,180	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449
P. E. Island.....	178	15,979	171	14,660	176	14,251	180	14,729	156	13,484
B. Columbia.....	444	40,304	488	44,415	515	51,005	676	62,102	584	58,392
Manitoba.....	121	7,439	126	9,108	128	7,147	130	7,445	139	7,536
Yukon District.....	.....	.....	9	1,604	11	2,268	11	2,463	16	2,640
Total.....	6,643	693,782	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613

	1903.		1904.		1905.		1906.		1907.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	929	59,508	933	54,855	938	49,145	939	44,471	927	69,463
Nova Scotia.....	2,069	216,053	2,066	211,972	2,121	198,976	2,159	187,328	2,074	173,950
Quebec.....	1,288	138,570	1,287	140,339	1,301	141,406	1,344	143,340	1,338	166,133
Ontario.....	1,778	169,086	1,886	176,430	1,942	178,848	1,978	180,340	2,011	184,328
P. E. Island.....	164	13,739	161	12,200	158	11,924	149	10,761	145	9,815
B. Columbia.....	639	76,215	666	77,106	712	79,954	782	77,746	872	83,792
Manitoba.....	139	7,695	141	7,765	142	7,809	149	8,341	144	8,247
Yukon District.....	14	2,281	12	2,172	11	1,763	11	1,763	13	2,670
Saskatchewan.....	.....	.....	.....	.....	.....	.....	1	89	4	290
Total.....	7,020	683,147	7,152	682,838	7,325	669,825	7,512	654,179	7,528	698,688

## SESSIONAL PAPER No. 21b

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1907.

## PROVINCE OF NEW BRUNSWICK

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1907.

## PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers.  Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers.  Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham .....	13	126	PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Dorchester .....	Nil.	Nil.	Amherstburg .....	1	8
Moncton .....	Nil.	Nil.	Belleville .....	1	16
Richibucto. ....	Nil.	Nil.	Bowmanville .....	Nil.	Nil.
Sackville .....	Nil.	Nil.	Brockville .....	1	39
St. Andrews .....	8	141	Chatham .....	1	18
St. John .....	6	642	Cobourg .....	Nil.	Nil.
Total .....	27	909	Collingwood .....	4	3,806
			Cornwall .....	Nil.	Nil.
			Deseronto .....	Nil.	Nil.
			Dunnville .....	Nil.	Nil.
			Fort William .....	1	413
			Goderich .....	1	26
			Hamilton .....	Nil.	Nil.
			Kenora .....	8	82
			Kingston .....	17	89
			Lindsay .....	Nil.	Nil.
			Midland .....	6	5,412
			Napanee .....	Nil.	Nil.
			Oakville .....	Nil.	Nil.
			Ottawa .....	12	741
			Owen Sound .....	4	619
			Peterborough .....	3	121
			Pictou .....	1	7
			Port Arthur .....	11	896
			Port Burwell .....	1	22
			Port Dover .....	1	22
			Port Hope .....	Nil.	Nil.
			Port Stanley .....	1	16
			Prescott .....	2	366
			Sarnia .....	Nil.	Nil.
			Southampton .....	2	76
			Sault Ste. Marie .....	2	30
			St. Catharines .....	2	12
			Simcoe .....	Nil.	Nil.
			Toronto .....	12	1,523
			Wallaceburg .....	1	86
			Whitby .....	Nil.	Nil.
			Windsor .....	Nil.	Nil.
			Total .....	96	14,444

PROVINCE OF NOVA SCOTIA—PROVINCE  
DE LA NOUVELLE-ECOSSE.

Amherst .....	1	45
Annapolis Royal .....	1	287
Arichat .....	5	89
Barrington .....	5	59
Canso .....	5	77
Digby .....	Nil.	Nil.
Guysboro' .....	Nil.	Nil.
Halifax .....	11	672
Liverpool .....	8	524
Lunenburg .....	16	1,049
Maitland .....	2	198
Parrsboro' .....	5	644
Pictou .....	Nil.	Nil.
Port Hawkesbury .....	2	31
Port Medway .....	Nil.	Nil.
Shelburne .....	6	639
Sydney .....	6	68
Truro .....	Nil.	Nil.
Weymouth .....	1	42
Windsor .....	1	88
Yarmouth .....	34	604
Total .....	109	5,116

PROVINCE OF QUEBEC—PROVINCE DE  
QUEBEC.

Amherst (Magdalen Is- lands) .....	Nil.	Nil.
Gaspé .....	Nil.	Nil.
Montreal .....	18	6,203
Paspébiac .....	Nil.	Nil.
Quebec .....	25	2,735
Sorel .....	7	1,388
Total .....	50	10,326

PROVINCE OF PRINCE EDWARD ISLAND  
—PROVINCE DE L'ILE DU PRINCE-  
EDOUARD.

Charlottetown. ....	7	215
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7-8 EDWARD VII., A. 1908

List of Ports at which Vessels may be Registered, showing the number of new Vessels Built and Registered, &c.—*Concluded.*

## PROVINCE OF BRITISH COLUMBIA.

Liste des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*fin.*

## PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster.....	5	175	SUMMARY—SOMMAIRE.		
Vancouver.....	78	3,712			
Victoria.....	14	3,228			
Total.....	97	7,115			
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.			New Brunswick.....	27	909
Winnipeg.....	3	84	Nova Scotia.....	109	5,116
YUKON DISTRICT.			Quebec.....	50	10,326
Dawson City.....	Nil.	Nil.	Ontario.....	96	14,444
SASKATCHEWAN.			Prince Edward Island...	7	215
Prince Albert.....	3	201	British Columbia.....	97	7,115
			Manitoba.....	3	84
			Yukon District.....	Nil.	Nil.
			Saskatchewan.....	3	201
			Total.....	392	38,410

## SESSIONAL PAPER No. 21b

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Reportoire Général for 1907-1908.

TABEAU du tonnage des navires de chacun des Etat maritimes du globe, extrait du Répertoire Général pour 1907-1908.

Nationality.	Steam- ers. — Vapeurs	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Net Tonnage of Steamers. — Tonnage net des vapeurs.	Sailing Vessels. — Voiliers	Net Ton- nage of Sail- ing Vessels. — Tonnage net des voiliers.	Total Net Tonnage. — Tonneaux.
British.....	8,736	17,105,885	10,324,093	6,386	1,691,530	12,015,623
German .....	1,717	3,696,178	2,286,901	1,315	457,870	2,744,771
American .....	971	1,887,808	1,266,610	3,729	1,467,999	2,734,609
Norwegian.....	1,179	1,279,578	784,837	1,437	706,955	1,491,812
French.....	816	1,301,290	750,847	1,666	533,315	1,284,162
Russian.....	615	783,083	509,513	8,344	567,282	1,076,796
Italian.....	393	861,410	519,714	1,488	476,329	996,043
Japanese.....	786	1,063,092	678,933	1,332	168,474	847,307
Swedish.....	833	687,093	468,066	1,526	263,692	720,784
Canadian.....	*	*	*	*	*	*
Dutch.....	455	819,484	517,703	675	85,869	603,572
Danish.....	490	652,079	395,853	991	116,950	512,803
Spanish.....	468	684,188	428,135	566	82,004	510,039
Austrian.....	297	604,023	414,354	107	17,509	431,862
Grecian.....	241	409,784	257,528	840	165,517	423,045
Turkish.....	128	122,336	76,338	916	187,029	263,367
Brazilian.....	232	182,988	113,312	297	63,762	177,074
Belgian.....	124	188,995	126,787	3	2,004	128,791
Argentine.....	158	115,359	70,698	177	53,155	123,853
Chilian.....	85	102,445	64,930	91	48,478	113,408
Portuguese.....	57	61,008	37,600	269	48,738	86,338
Cuban.....	48	58,831	37,107	123	12,076	49,183
Uruguayan.....	27	26,716	16,558	67	30,529	47,087
Chinese.....	42	65,385	41,581	9	1,483	43,064
Peruvian.....	7	9,853	6,501	58	26,859	33,360
Mexican.....	35	27,174	15,803	48	8,786	24,589
Roumanian.....	23	32,624	17,081	19	3,379	20,460
Egyptian.....	13	8,012	4,960	8	2,481	7,441
Honduran.....	6	8,935	5,672	3	164	5,836
Montenegrin.....				24	5,702	5,702
Corean.....	6	8,018	5,452			5,452
Nicaraguan.....	2	1,283	420	8	4,846	5,266
Venezuelan.....	8	3,792	2,046	17	2,606	4,652
Haitian.....	6	2,662	1,403	9	1,716	3,272
Bulgarian.....	5	4,561	2,776	3	402	3,178
Siamese.....	6	3,242	1,862	3	545	2,406
Colombian.....	1	881	457	6	1,908	2,365
Dominican.....				11	1,535	1,535
Sarawak.....	4	2,272	1,403			1,403
Guatemalan.....				5	1,270	1,270
Costa Rican.....	1	241	138	2	551	689
Liberian.....				2	686	686
Bolivian.....				1	607	607
Moroccan.....	1	839	578			578
Tunisian.....	1	509	304	3	258	562
San Salvador.....				3	514	514
Panaman.....	1	748	454			454
Ecuador.....				1	257	257
Zanzibar.....	1	350	235			235
Cretian.....				1	111	111
Persian.....				1	107	107
Servian.....	1	264	102			102
Unknown.....	4	2,619	1,788	21	8,719	10,507
Total.....	19,030	32,926,817	20,256,626	27,599	7,312,463	27,569,089

\* Included in British.

7-8 EDWARD VII., A. 1908

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion  
1907 bothETAT COMPARATIF des nouveaux navires construits et enregistrés au Canada  
les deux

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels which left Quebec for registration in Germany	6	7,746	.....	.....	3	2,721	2	1,943	1	.....
Total .....	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886.		1887.		1888.		1889.		1890.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia.....	93	20,948	87	12,310	116	12,965	128	19,645	150	33,907
Quebec.....	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario.....	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917
Prince Edward Island....	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia.....	8	154	9	376	18	448	12	840	15	876
Manitoba.....	3	98	8	439	1	11	8	548	7	218
Total .....	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378

Provinces.	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	31	790	31	798	22	762	23	1,141	23	1,055
Nova Scotia.....	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
Quebec.....	51	4,139	36	5,943	50	4,301	43	7,421	16	1,990
Ontario.....	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
Prince Edward Island....	5	372	3	56	3	106	6	589	8	530
British Columbia.....	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba.....	6	159	13	554	3	109	3	112	10	137
Yukon District.....	.....	.....	.....	.....	1	61	1	166	3	336
Saskatchewan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

## SESSIONAL PAPER No. 21b

of Canada during the Year ended December 31, in each Year, from 1874 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1907. comprises.

1879.		1890.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	41	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	.....	.....	2	85	8	1,631	5	849	15	675	6	648
.....	.....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179
.....	.....	.....	.....	.....	.....	1	1,029	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
265	74,227	288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429
3	122	6	296	8	608	11	356	14	822	7	512	16	365
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094

1903.		1904.		1905.		1906.		1907.		—		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,306	25	998	23	431	27	909	.....	.....	.....	.....
135	12,907	99	5,993	160	7,453	154	7,538	109	5,116	.....	.....	.....	.....
31	1,076	20	3,203	24	1,438	50	3,940	50	10,326	.....	.....	.....	.....
71	10,719	105	5,167	85	5,735	74	6,014	96	14,444	.....	.....	.....	.....
6	171	2	185	6	577	4	147	7	215	.....	.....	.....	.....
56	3,494	48	2,362	51	3,536	82	2,774	97	7,115	.....	.....	.....	.....
5	248	9	338	1	44	9	808	3	84	.....	.....	.....	.....
Nil.	Nil.	Nil.	Nil.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1	89	3	201	.....	.....	.....	.....
328	30,323	308	18,551	352	19,781	397	21,741	392	38,401	.....	.....	.....	.....

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List of vessels whose names have been changed by Order in Council, under Section 27 of Chapter 113 of the Revised Statutes of Canada, 1906, during the year ended December 31, 1907.

Listre des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 27, chapitre 113 des Statuts Révisés du Canada, 1906, durant l'année finissant le 31 décembre 1907.

Official Number. — Numéro officiel.	Present Name of Vessel. — Nom actuel du navire.	Port of Registry. — Port d'enregistrement.	Former Name of Vessel. — Ancien nom du navire.
122352	Arrah Wanna .....	Kingston, Ont. ....	Gen. Wm. B. Franklin.
111986	Belcarra .....	Vancouver. ....	Unican.
59954	Bird .....	Quebec .....	Anglesca.
122018	City of Ottawa .....	Ottawa .....	India.
116263	Doric .....	Toronto .....	Tadousac.
103465	Doris Hall .....	Halifax .....	D. F. Patchin.
112270	Emerald .....	Montreal .....	Garnet.
97096	G. T. D. ....	Quebec .....	Tyree.
112064	Hieronymus .....	Windsor, N. S. ....	King of Avon.
107708	Highland Belle .....	Toronto .....	Van Woodland.
109680	Lady Evelyn .....	Quebec .....	Deerhound.
62598	Natasbquan .....	Quebec .....	Polino.
116524	Olive Evans .....	Lunenburg .....	Mahone Packet.
121980	Queen .....	Victoria .....	Queen City.
85674	Red Fir .....	Victoria .....	Eagle.
122338	Sechelt .....	Vancouver .....	Hattie Hansen.
117085	Soo City .....	Collingwood .....	Mabel Bradshaw.
121981	Statson .....	Victoria .....	Eagle.
117084	Wasaga .....	Collingwood .....	Wissahickon.
125986	Windsor .....	Montreal .....	Iroquois.



## SESSIONAL PAPER No. 21b

STATEMENT showing the number of vessels removed from registry in the Dominion of Canada during the year ending 31st December, 1907, and the cause for such removal.

ETAT indiquant le nombre de navires dont les noms ont été rayés au registre, au Canada durant l'année finissant le 31 décembre 1907 et la cause de leur radiation.

Sold to Foreigners.....	21
Wrecked.....	56
Stranded.....	19
Lost.....	53
Broken up.....	197
Abandoned.....	5
Collision.....	4
Missing.....	2
Foundered.....	13
Burnt.....	20
Condemned.....	8
Transferred to St. John's, Nfld....	39
"    "    Bridgetown, Barbadoes.....	18
"    "    Great Britain.....	2
Other causes.....	5
Total.....	452

F. GOURDEAU.

*Deputy Minister of Marine & Fisheries,*

DEPARTMENT OF MARINE & FISHERIES,

Ottawa, 1908.



**PART I**

**STEAM VESSELS**

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**PARTIE I**

**VAPEURS**

## PART I.—PARTIE I.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, December 31, 1907

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre 1907.

Abbreviations.—Abréviations:—J. O., Joint owners—propriétaires conjoints; M. O., Managing owner—propriétaire gérant; Pa., Paddle—à aubes; Sc., Screw—à hélice.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner and Address. Armateur ou propriétaire gérant et adresse.
88,639	A. B. Cook.....	St. Catharines.....	1886	Port Robinson, Ont.....	64 4	12 0	6 6	34	23	13 sc..	James Bampton, Welland, Ont.
75,821	A. C. Whitney...	Halifax.....	1873	Boston, Mass., U.S.A....	76 0	17 5	5 6	63	41	75 sc..	The A. C. Whitney Co., Ltd., Halifax, N.S.
97,014	A. D. Cross. ....	St. Catharines.....	1897	Port Colborne, Ont.....	49 0	16 0	8 9	47	32	11 sc..	Mrs. Ida M. Armstrong, Port Colborne, Ont.
116,386	A. F. Bowman.....	Port Arthur.....	1906	Collingwood, Ont.....	76 0	22 0	12 0	113	77	32 sc..	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
77,820	A. H. Jennie. ....	Toronto.....	1882	Port Rowan, Ont.....	119 0	21 1	9 3	197	121	....	Mrs. Agnes M. Britnell, Toronto, Ont.
100,363	A. M. Petrie. ....	Hamilton.....	1892	Hamilton, Ont.....	50 0	10 0	4 9	20	13	1 sc..	R. Mackay and A. McDonald, J. O., Goderich, Ont.
96,873	A. V. Crawford....	Port Stanley.....	1891	Goderich, Ont.....	72 0	15 7	7 2	51	35	20 sc..	Mrs. Ella B. Boone, Toronto, Ont.
*106,075	A. W. Perry.....	Halifax.....	1897	Belfast, Ireland.....	225 0	34 0	14 7	1,517	873	370 sc.	The Canada Atlantic & Plant Steamship Co., Ltd., Halifax, N.S.
90,767	A. Chambers.....	Goderich.....	1888	Goderich, Ont.....	56 7	14 0	5 2	23	16	30 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
92,740	Abeona.....	Toronto.....	1889	Toronto, Ont.....	89 0	15 7	5 5	46	31	22 sc..	Harry Oldfield, Parry Sound, Ont.
100,669	Aberdeen.....	Kingston.....	1894	Westport, Ont.....	51 0	8 4	4 2	13	9	6 sc..	Claude W. Cole, Milford, Ont.
103,554	Aberdeen.....	Montreal.....	1895	Sorel, Que.....	79 3	18 3	9 0	87	66	4 1/2 sc..	Harbour Commissioners, Montreal, Que.

\* Formerly "Beverly."

LIST OF STEAM VESSELS

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103,227	Aberdeen.....	Ottawa.....	1894	Paisley, G.B.....	180 0	31 1	16 9	674	266	200 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
94,924	Aberdeen.....	Pictou, Ont.....	1894	Pictou, Ont.....	99 6	22 0	8 7	142	87	30 sc	A. W. Hepburn, Pictou, Ont.
100,886	Aberdeen.....	St. John, N.B.....	1894	St. John, N.B.....	140 2	22 0	4 0	244	187	17 pa	G. H. Perry, St. John, N.B.
100,875	Aberdeen.....	Vancouver.....	1893	Vernon, B.C.....	146 2	29 9	6 8	554	349	17 pa	Canadian Pacific Railway Co., Mont- real, Que.
100,148	Aberdeen.....	Winnipeg.....	1892	Battleford, Sask.....	58 6	42 3	3 8	26	26	2 pa	John G. Oliver, Battleford, Sask.
97,007	Abino.....	St. Catharines.....	1894	Fort Erie, Ont.....	41 3	10 3	3 8	8	5	7 sc	Wm. T. Windsor, Callender, Ont.
100,335	Acacia.....	Hamilton.....	1893	Hamilton, Ont.....	92 4	19 4	6 6	107	73	7 sc	Wallaceburg Sugar Co., Ltd., Wall- aceburg, Ont.
†96,391	Acadia.....	Ottawa.....	1890	Chester, Pa., U.S.A.....	182 5	23 6	18 7	520	354	138 sc	E. and T. Lantalum, St. John, N.B.
92,498	Acadia.....	Windsor, N.S.....	1887	Hantsport, N.S.....	72 0	21 3	6 8	74	67	31 sc	James T. Thomson, Halifax, N.S.
111,652	Actaea.....	Montreal.....	1894	Poughkeepsie, N.Y., U.S.A.	46 0	9 5	4 1	11	8	3 sc	Andrew F. Gault, Montreal, Que.
100,186	Active.....	Montreal.....	1873	Montreal, Que.....	129 5	24 2	10 9	302	190	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
94,894	Active.....	Vancouver.....	1889	New Westminster, B.C.....	116 0	20 7	10 3	172	119	50 sc	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
100,367	Activity.....	Quebec.....	1892	Lévis, Que.....	44 6	12 8	5 2	22	9	25 sc	E. A. D. Morgan, Montreal, Que.
88,665	Ada.....	Chatham, N.B.....	1884	Chatham, N.B.....	32 0	6 3	3 0	4	2	5 sc	Mrs. Susan M. Glasier, Lincoln, Sun- bury Co., N.B.
90,539	Ada.....	Montreal.....	1886	Montreal, Que.....	61 2	15 0	5 6	29	19	120 sc	Chas. Ogilvie, Ottawa, Ont.
107,110	Ada.....	Victoria.....	1890	Vancouver, B.C.....	23 8	8 5	2 8	4	3	1 sc	R. C. Colston, Pender Island, B.C.
75,642	Ada Alice.....	Toronto.....	1879	Port Dalhousie, Ont.....	66 5	13 2	4 0	60	41	10 sc	Joseph Goodwin, Toronto, Ont.
122,332	Adam.....	Vancouver.....	1907	Vancouver, B.C.....	45 0	12 0	5 7	24	16	4 sc	H. Bell-Irving Co., Ltd., Vancouver, B.C.
116,927	Adam Hall.....	Victoria.....	1904	Arrowhead, B.C.....	112 0	20 1	6 7	145	55	25 sc	Big Bend Lumber Co., Ltd., Arrow- head, B.C.
107,401	Adelaide.....	Montreal.....	1888	Morris Heights, N. Y. U.S.A.	30 0	6 0	2 8	3	2	— sc	L. R. Dowker, Montreal, Que.
107,373	Adele.....	Sydney.....	1890	U.S.A.....	76 5	13 6	6 3	38	23	18 sc	Arthur J. Moxham, Sydney, N.S.
92,536	Adirondack.....	Montreal.....	1887	Berthier, Que.....	40 0	9 3	5 4	12	8	8 sc	Joseph H. Dansereau, Varchères, Que.
71,286	Admiral.....	Port Stanley.....	1880	Petersville, Ont.....	45 6	10 3	3 3	9	8	7 sc	Peter G. Carpenter, Sombra, Ont.
72,247	Admiral.....	St. John, N.B.....	1876	Portland, N.B.....	119 6	22 0	5 7	158	100	66 pa	Parker Glasier, Lincoln, Sunbury Co., N.B.
107,973	Admiral Togo.....	Dorchester.....	1903	Port Greville, N.S.....	28 0	9 0	3 6	5	4	2 sc	Edward Cole, Dorchester, N.B.

† Formerly "Yosemite."

## ALPHABETICAL List of Canadian Steam Vessels on Registry Books, &amp;c.—Continued.

## MARINE AND FISHERIES

7-8 EDWARD VII., A. 1908

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. — Tonnage brut.	Registered Tonnage. — Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. — Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
103,561	Adonis.....	Montreal.....	1890	Kingston, Ont.....	61 4	11 1	4 4	14	10	8 sc...	J. B. Tressider, Montreal, Que.
122,325	Adornin.....	Vancouver.....	1907	Vancouver, B.C.....	21 3	8 4	3 6	8	6	‡ sc...	Gustave A. Roedde, Vancouver, B.C.
90,702	Adrelexa.....	St. Catharines.....	1886	Port Robinson, Ont.....	61 0	10 3	4 6	20	14	2 sc...	Edward Adamson, Toronto, Ont.
.....	Advance.....	Kingston.....	1862	Bedford Mills, Ont.....	66 3	10 6	7 1	41	14	.....	F. Smith, Toronto, Ont.
*88,632	Advance.....	Montreal.....	1884	St. Catharines, Ont.....	175 0	35 3	15 0	1,031	358	116 sc...	Montreal Transportation Co., Ltd., Montreal, Que.
90,775	Advances.....	Windsor, Ont.....	1886	Windsor, Ont.....	48 8	15 1	4 0	72	49	20 sc...	Wm. A. Kennedy, Manitoulin, Ont.
117,154	Afton.....	New Westminster.....	1906	New Westminster, B.C.....	28 0	5 8	3 0	3	2	1 sc...	Thomas H. Goldie, New Westminster, B.C.
+111,807	Agawa.....	Sault Ste. Marie.....	1902	Collingwood, Ont.....	379 0	46 0	26 0	3,759	2,408	151 sc...	The Algoma Central & Hudson Bay Ry. Co., Sault Ste. Marie, Ont.
85,305	Agnes.....	Montreal.....	1883	Buckingham, Que.....	56 8	12 4	4 4	29	20	30 sc...	G. Bothwell, Buckingham, Que.
85,325	Agnes.....	Owen Sound.....	1884	Meaford, Ont.....	50 0	13 7	6 0	23	16	30 sc...	W. W. Grant and Wm. Vance, Span- ish River, Ont.
107,362	Agnes.....	Toronto.....	1888	Toronto, Ont.....	55 0	9 2	3 9	14	10	3 sc...	Thos. Ellis, Rosch's Point, Ont.
116,777	Agnes.....	Vancouver.....	1904	Ladners, B.C.....	26 0	6 6	2 4	3	2	‡ sc...	Harry Abbott, Vancouver, B.C.
108,697	Agnes O.....	Sault Ste. Marie.....	1887	Green Bay, Wis., U.S.A.	47 0	9 0	5 0	20	10	— sc...	W. H. Plummer, Sault Ste. Marie, Ont.
77,999	Agnes McMahon..	Ottawa.....	1870	St. Catharines, Ont.....	96 0	15 3	6 4	81	47	50 sc...	Israel Clement, Montreal, Que.

\* Formerly "Sir S. L. Tilley."  
† Formerly a sailing vessel.

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116,244	Agnes Smith	Sault Ste. Marie	1904	Little Current, Ont.	64 0	15 0	6 0	57	36	13 sc	John Henderson, Blenheim, Ont., and Jorne Smith, Little Current, Ont., J. O.
111,752	Agwinde	Kenora	1900	Kenora, Ont.	105 0	22 5	4 0	307	143	1 pa	Rainy River Navigation Co., Ltd., Kenora, Ont.
103,672	Almie	Toronto	1896	Gravenhurst, Ont.	80 4	15 0	4 6	77	52	11 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
77,915	Ahteek	Sault Ste. Marie	1879	Port Hope, Ont.	57 0	12 6	7 9	29	21	23 sc	W. H. Plummer, Sault Ste. Marie, Ont.
97,047	Aid	Liverpool	1891	Liverpool, N.S.	79 2	24 4	7 5	99	67	130 sc	Alfred Dickie, Lower Stewiacke, N.S.
92,245	Aid	Ottawa	1886	Hull, Que.	65 0	18 0	3 6	25	15	20 pa	J. A. Cameron, Thurso, Que.
116,834	Aileen	Kingston	1904	Perth, Ont.	56 4	11 8	4 4	24	16	4 sc	Peter Cavanagh, Perth, Ont.
123,337	Ailsa Craig	Vancouver	1907	Vancouver, B. C.	24 8	8 8	2 5	9	6	1 sc	Roland D. Craig, Vancouver, B.C.
116,409	Aimé	Victoria	1899	Cheminus, B. C.	38 0	9 0	3 2	9	6	3 sc	Joseph Pearson and C. G. Lawrence, Cheminus, B. C.
116,780	Airdrie	Vancouver	1904	Steveston, B. C.	35 0	11 1	3 3	9	6	1 sc	C. F. Haslam, Vancouver, B.C.
111,935	Ajax	Lindsay	1902	Bobcaygeon, Ont.	54 0	14 6	6 1	33	23	50 sc	W. F. C. Boyd, M.O., Bobcaygeon, Ont.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C.	50 0	12 0	2 5	32	20	2 pa	John J. McKenna, Lake Bennett, B.C.
88,600	Alameda	Yarmouth	1885	Arcadia, N.S.	66 6	13 0	4 8	63	49	10 sc	A. Strang, Cape Traverse, P.E.I.
122,346	Alan	Toronto	1907	Byng Inlet, Ont.	29 0	9 0	3 3	6	4	1½ sc	William H. Argue, Parry Sound, Ont.
133,484	Alarm	Victoria	1893	Georgetown, B.C.	52 0	13 8	7 0	34	23	5 sc	Georgian Logging Co., Ltd., Goica, B.C.
122,229	Alaska	Montreal	1906	Sorel, Que.	102 3	23 7	14 2	246	144	66 sc	The Sinoennes McNaughton Line, Ltd., Montreal, Que.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	73 4	21 7	5 3	51	45	12 sc	Cie Maritime et Commercial du Bas St. Laurent, Lée, Anticosti, Que.
117,174	Alaska	Windsor, Ont.	1878	Detroit, Mich., U.S.A.	165 2	29 0	10 6	348	173	8 sc	W. J. Pulling and J. E. Williscroft, Windsor, Ont.
83,040	Albani	Brookville	1882	Sorel, Que.	78 6	13 6	7 0	58	39	40 sc	W. H. Comstock, Brockville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	36 3	7 6	3 5	5	4	1 sc	Wm. Davies, Toronto, Ont.
116,929	Albatross	Vancouver		London, G. B.	96 5	12 1	6 5	38	26	22 sc	William H. Hind, Vancouver, B.C.
88,539	Albert	Hamilton	1891	Hamilton, Ont.	21 6	5 0	2 6	1	1	2 pa	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal	1890	St. Laurent, Que.	42 0	6 0	2 7	3	2	1 sc	Adolphe Pepin, St. Aimé, Que.
96,712	Albert	Ottawa	1888	Aylmer, Que.	147 5	42 2	7 9	296	198	100 sc	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

\* Formerly "Albert Wright."

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111,942	Albert Lee	New Westminster	1888	Jig Harbour, Wash., U.S.A	42 8	8 8	4 9	19	13	2 sc	G. W. Dawson, Vancouver, B.C.
116,942	Alberta	Kenora	1904	Kenora, Ont.	20 0	5 0	2 0	2	1	1 sc	D. L. Mather, Kenora, Ont.
116,950	Alberta	"	1904	Prince Albert, Sask.	130 0	31 0	4 0	315	214	15 ps	William Cowan, Prince Albert, Sask.
85,765	Alberta	Montreal	1883	Whiteinch, G.B.	263 5	38 2	23 3	2,282	1,552	300 sc	Canadian Pacific Railway Co., Montreal, Que.
116,963	Alberta	Montreal	1905	Sorel, Que.	96 4	17 7	6 9	125	62	42 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
122,177	Alberta	Port Arthur	1907	Rosport, Ont.	30 0	10 0	4 0	7	5	1½ sc	George Gerow, Rosport, Ont.
116,370	Alberta M.	Goderich	1907	Goderich, Ont.	69 3	15 0	6 5	38	26	10½ sc	Wm. John Keen and Joseph Millman, Blind River, Ont.
111,433	Albion	Halifax	1920	Moser's River, N.S.	35 8	10 5	4 0	9	6	1 sc	Alfred Dickie, Lower Stewiacke, N.S.
107,716	Albion	Victoria	1899	Vancouver, B.C.	79 2	18 2	8 3	88	60	24 sc	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
115,252	Albura	St. John, N.B.	1902	Port Glasgow, G.B.	340 7	47 6	23 4	3,460	2,256	203 sc	Steamship Albura Co., Ltd., Rotherham, King's Co., N.B.
112,043	Alecyon	Quebec	1901	Ste. Anne de Chicoutimi, Que.	63 4	13 9	4 5	44	30	4 sc	E. Gagnon, Ste. Anne de Chicoutimi, Que.
103,964	Alecyone	Montreal	1890	Chicago, Ill., U.S.A	76 2	11 0	6 4	38	22	14 sc	H. M. Molson, Montreal, Que.
100,046	Alecyone	St. John, N.B.	1892	St. John, N.B.	36 7	9 1	4 3	15	10	30 sc	Henry Eagle, Chatham, N.B.
85,769	Alert	Montreal	1879	St. John's, Que.	40 3	7 2	3 1	4	2	7 sc	Louis H. Hébert, St. John's Que.



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116,802	Alert	Ottawa	1864	Temiscamingue, Que.	68 3	12 4	5 2	53	26	10 sc	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
92,421	Alert	Prescott	1886	Morrisburg, Ont.	64 0	14 4	5 0	50	35	9 sc	Minister of Railways and Canals, Ottawa, Ont.
90,689	Alert	St. Catharines	1886	Port Robinson, Ont.	58 4	15 1	7 2	47	32	28 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,248	Alert	Sault Ste. Marie	1903	Richard's Landing, Ont.	37 0	9 0	4 8	9	4	1 sc	John A. Kaye, Sault Ste. Marie, Ont.
*86,871	Alert	Sydney	1880	South Bristol, Me. U.S.A	98 3	19 1	7 4	105	63	10 sc	Hugh McDonald, Sydney, N.S.
117,011	Alert	Vancouver			33 5	10 3	4 2	12	8	1 sc	Robert Draney, Nanu Harbour, B.C.
107,529	Alert	Victoria	1899	New Denver, B.C.	31 5	6 7	3 0	3	2	— sc	Willis F. Cook, New Denver, B.C.
107,515	Alert	"	1898	Linderman, B.C.	34 0	8 0	4 0	7	5	1 sc	John J. McKenna, Lake Bennett, B.C.
94,807	Alert	Victoria	1880	Victoria, B.C.	62 0	15 4	6 5	44	28	80 sc	The Western Transport Co., Ltd., Nanaimo, B.C.
121,774	Alert	Winnipeg	1905	Selkirk, Man.	55 0	12 0	5 5	28	19	8 sc	The Northern Fish Co., Ltd., Selkirk, Man.
107,748	Aletha	Kingston	1901	Kingston, Ont.	107 4	19 7	5 5	171	90	25 sc	Mrs. Aletha Roys, Kingston, Ont.
96,898	Alexander Fraser	Ottawa	1890	Pembroke, Ont.	140 0	41 0	7 5	320	174	23 pa	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
112,153	Alexandra	Chatham, N.B.	1902	Chatham, N.B.	97 0	24 6	9 0	201	136	38 sc	Miramichi Steam Navigation Co., Ltd., Chatham, N.B.
†100,282	Alexandra	Lindsay	1891	Lakefield, Ont.	76 0	18 0	6 0	105	71	50 sc	Jos. B. Parkin, M.O., Lindsay, Ont.
116,340	Alexandra	Ottawa	1903	Temiscamingue, Que.	148 0	45 4	8 1	417	280	96 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
†100,598	Alexandra	Sydney	1889	Sorel, Que.	79 2	13 8	4 2	34	23	6 sc	David Rudderham, North Sydney, N.S.
107,380	Alexandra	Sydney	1902	Port Morien, N.S.	44 2	10 4	4 8	14	10	12 sc	Robt. Spencer, Port Morien, N.S.
112,291	Alexandra	Winnipeg	1902	Winnipeg, Man.	84 0	19 8	3 2	164	38	5 sc	The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
85,768	Alexandria	Pictou, Ont.	1883	Montreal, Que.	173 7	30 6	8 4	853	508	50 pa	Arthur W. Hepburn, Pictou, Ont.
88,528	Alfie	Hamilton	1887	Hamilton, Ont.	28 0	6 2	3 1	3	2	4 sc	M. B. Thomas, Dundas, Ont.
111,937	Alfred	Lindsay	1895	Lindsay, Ont.	48 5	19 0	4 6	89	61	35 pa	A. L. Davis, Peterboro', Ont.
80,771	Alfred Wilson	Sarnia	1879	Port Franks, Ont.	45 0	12 7	3 5	33	22	8 so	D. Sutherland, Chatham, Ont.
122,578	Alfreda	Yarmouth	1907	Tusket Wedge, N.S.	41 0	12 3	6 0	15	10	6 sc	Louis A. LeBlanc, Tusket Wedge N.S., M.O.
116,697	Algoma	Kenora	1904	Fort Frances, Ont.	56 0	14 0	5 5	69	47	3 sc	The Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,763	Algoma	Kingston	1901	Kingston, Ont.	36 6	8 4	3 4	5	3	10 sc	John H. Davis, Kingston, Ont.

\* Foreign name "George J. Stevens." † Formerly "Sunbeam." ‡ Formerly "Richelieu."

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111,803	Algona	Sault Ste. Marie	1901	Toronto, Ont.	101 0	26 3	11 0	157	107	54 sc	Robt. A. Lyon, Sault Ste. Marie, Ont.
96,051	Algonquin	Port Arthur	1888	Yoker, G.B.	245 0	40 1	20 6	1,806	1,172	150 sc	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
122,076	Algonquin	Toronto	1906	Huntsville, Ont.	120 0	23 8	6 5	305	200	32 sc	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Ltd., Huntsville, Ont.
103,236	Alice	Montreal	1894	Sorel, Que.	70 7	17 5	7 6	67	46	15 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,610	Alice	Montreal	1902	Three Rivers, Que.	41 0	10 9	3 6	15	8	2 sc	Théophile Lemyre, Grandes Piles, Que.
103,883	Alice	Ottawa	1896	Aylmer, Que.	31 0	8 3	3 0	3	2	3½ sc	A. Whelan, Aylmer, Que.
111,862	Alice	"	1901	Kippewa, Que.	62 0	12 6	4 8	26	18	10 sc	Patrick Kelly, Kippewa, Que.
92,674	Alice	Pictou, N.S.	1898	Pictou, N.S.	42 8	11 7	4 4	16	11	20 sc	W. H. Irving, Buctouche, N.B.
122,280	Alice	Quebec	1907	Toronto, Ont.	125 5	25 8	10 8	403	289	54½ sc	The Minister of Agriculture, Ottawa, Ont.
107,723	Alice	Vancouver	1900	Vancouver, B.C.	66 8	12 6	4 2	35	24	2½ sc	S. K. Champion, et al., Vancouver, B.C.
117,001	Alice A.	Vancouver	1885	Portland, Ore., U.S.A.	38 0	7 6	2 6	9	6	1 sc	Martin Monk and Chas. Christianson, New Westminster, B.C.
80,909	Alice Brooks	Owen Sound	1882	Port Elgin, Ont.	40 6	11 5	5 4	17	11	12 sc	Edward Brooks, Port Elgin, Ont.
107,169	Alice G.	Collingwood	1902	Collingwood, Ont.	60 0	12 0	6 3	36	25	5 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
122,292	Alice Mattes	Prince Albert	1907	Prince Albert, Sask.	72 0	13 0	4 0	121	44	4 pa	Prince Albert Lumber Co., Ltd., Prince Albert, Sask.

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116,659	Alice Maud	Yarmouth	1904	Shelburne, N.S.	65 0	14 3	6 6	45	30	16 sc	Thomas N. McGrath, Tusket, N.S.
59,223	Alida	Halifax	1861	Philadelphia, Pa., U.S.A.	79 4	18 0	6 2	64	30	50 sc	Ed. Brownell, Porter's Lake, N.S.
100,757	Aligator	Toronto	1893	Pine Lake, Ont.	31 0	11 5	3 4	6	4	25 ps	F. Baker, Barrie, Ont.
122,324	Alkali	Vancouver	1904	Vancouver, B.C.	26 5	8 4	2 7	7	5	1 sc	James D. Kirkpatrick, North Vancouver, B.C.
116,722	Allan Sewell	St. John, N.B.	1904	Maugerville, N.B.	42 2	8 2	4 1	12	8	4 sc	A. H. Sewell, Gibeon, N.B.
107,367	Allena May	Toronto	1897	Walker's Point, Ont.	47 5	7 6	3 1	16	11	2 sc	H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.
100,414	Allie	Ottawa	1890	Brookville, Ont.	40 0	8 0	3 0	11	8	15 sc	A. W. Jones and D. M. Jones, J.O., Ottawa, Ont.
112,274	Alma	Montreal	1903	Sorel, Que.	54 7	12 3	6 0	43	29	3 sc	Chas. Marcoux, Berthier, Que.
116,599	Alma	"	1895	Derby, Vt., U.S.A.	29 7	8 6	3 6	6	4	1 sc	Charles J. Lorimer, Stanstead, Que.
100,369	Alma	Quebec	1891	Portneuf, Que.	36 0	10 0	5 0	12	8	20 sc	A. Lemay, Portneuf, Que.
92,692	Alma T	Winnipeg	1889	Kenora, Ont.	35 0	8 3	3 1	16	11	1 sc	Ontario & Western Lumber Co., Ltd., Kenora, Ont.
121,917	Alma V	Kenora	1906	Kenora, Ont.	68 0	13 5	3 5	56	38	2 sc	S. Villeneuve and L. Villeneuve, J.O., Kenora, Ont.
71,241	Almeda Covell	Toronto	1868	Buffalo, N.Y., U.S.A.	32 5	9 0	4 3	9	6	12 sc	Nathaniel Dickey and John Ginty, J.O., Toronto, Ont.
107,176	Almida	Port Arthur	1899	Port Arthur, Ont.	30 0	10 0	3 7	8	4	1 sc	A. W. Nuttall, Port Arthur, Ont.
107,924	Alpha	New Westminster		Juneau, Alaska, U.S.A.	30 0	8 5	6 0	10	7	4 sc	Lewis McLachlan, White Horse, Y.T.
100,750	Alpha	Quebec	1898	Cheverie, N.S.	72 6	18 2	7 2	61	42	20 sc	Cie Maritime et Commerciale du Bas St. Laurent, Lévis, Anticosti, Que.
111,495	Alpha	Quebec	1900	Lévis, Que.	47 5	12 2	4 9	20	7	12 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,647	Alpha	St. Andrews	1906	St. Andrews, N.B.	43 0	12 0	4 6	15	10	20 sc	Lanton C. Gupill, Grand Manan, N.B.
116,945	Alpha	Kenora	1902	Winnipeg, Man.	30 0	6 2	2 2	2	2	1 sc	Young Men's Christian Association, Winnipeg, Man.
122,603	Alpha	Kenora	1906	Hamilton, Ont.	23 0	6 3	3 8	2	2	1 sc	John Alexander Johnston, Ignace, Ont.
116,692	Alphonse Racine	Montreal	1904	Sorel, Que.	79 2	18 6	10 1	121	69	42 sc	Harbour Commissioners, Montreal, Que.
116,790	Alta	Vancouver	1904	San Francisco, Cal., U.S.A.	32 0	7 7	2 8	9	6	3 sc	Britannia Copper Syndicate, Ltd., Vancouver, B.C.
111,447	Alva	Ottawa	1901	Ottawa, Ont.	50 0	13 2	4 6	27	22	12 sc	Henry E. Shaver, Ottawa, Ont.
103,211	Amable du Fond	Ottawa	1894	Arnprior, Ont.	41 6	16 4	3 3	17	11	20 ps	McLachlin, Brothers, Ltd., Arnprior, Ont.
59,929	Amanda	Quebec	1868	Island of Orleans, Que.	32 0	11 0	5 0	11	7	10 sc	Hyacinthe Beaulieu, Lévis, Que.

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104,069	Amelia.....	Magdalen Islands.....	1894	Ayr, G. B.....	145 0	22 8	9 9	357	103	70 sc ..	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
121,844	Amenda.....	Toronto.....	1903	Ahmik Harbour, Ont.....	36 0	7 5	3 2	6	4	½ sc ..	William Stewart, Dist. Muskoka, Ont.
100,652	America.....	Kingston.....	1895	Kingston, Ont.....	153 2	33 2	6 4	521	266	200 pa ..	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
*79,042	Amethyst.....	Halifax.....	1878	Stockton-on-Tees, G. B.....	240 2	32 0	16 7	1357	872	123 sc ..	John H. Ridge, Portland, Me., U.S.A.
†78,142	Amherst.....	Port Medway.....	1877	Preston, G. B.....	113 0	18 5	10 5	138	94	60 sc ..	James R. Hyde, Montreal, Que.
100,400	Ampere.....	Hamilton.....	1894	Hamilton, Ont.....	31 3	7 0	4 6	5	3	5 sc ..	Allen Marshall, Hamilton, Ont.
112,121	Amphitrite.....	Lunenburg.....	1903	Mahone Bay, N.S.....	111 2	25 6	10 2	149	84	24 sc ..	Clarence A. Larder, New Ross, N.S.
98,073	Amur.....	Victoria.....	1890	Sunderland, G. B.....	216 0	28 1	17 9	907	570	150 sc ..	Canadian Pacific Railway Co., Mont- real, Que.
111,916	Amy.....	Toronto.....	1901	Cornwall, Ont.....	55 2	15 7	7 2	40	27	10 sc ..	Randolph Macdonald, Toronto, Ont.
121,723	Amy.....	Vancouver.....	1906	Vancouver, B.C.....	40 5	10 4	5 0	25	17	4 sc ..	Hugh McCartney, Vancouver, B.C.
112,182	Anchora.....	Toronto.....	1902	Kingston, Ont.....	42 0	7 8	3 1	6	3	5 sc ..	Robt. J. McKee, Toronto, Ont.
117,031	Andrew J. Smith.	Sault Ste. Marie.....	1893	Manitowoc, Wis., U.S.A.....	117 0	23 6	8 6	387	209	52 sc ..	F. M. Perry, Sault Ste. Marie, Ont.
92,308	Anderson.....	Collingwood.....	1888	Midland, Ont.....	42 0	11 0	5 6	16	11	12 sc ..	James Wiarton, Clark, Ont.
†100,626	Angler.....	Port Dover.....	1895	Buffalo, N.Y., U.S.A.....	53 0	11 0	5 8	20	14	8 sc ..	John S. Allan, Port Dover, Ont.

\* Foreign name "Santiago de Cuba." † Formerly "Lady Glover." ‡ Formerly "John A. Stabel."

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92,708 Angler...	Winnipeg...	1891	Selkirk, Man.	47 0	13 8	5 2	16	11	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
107,512 Anglian...	Victoria...	1896	Teelin Lake, B.C.	85 0	20 6	4 5	161	114	5 ps	British Yukon Navigation Co., Ltd., Vancouver, B.C.
Anglo-Saxon...	Port Hope...	1898	Port Perry, Ont.	68 5	13 0	5 0	69	43		Ontario Bank, Toronto, Ont.
103,054 Anita	Halifax	1894	Tusket Wedge, N.S.	55 9	12 9	6 4	27	12	10 sc	Andrew King, Halifax, N.S.
121,967 Anna M	Kingston	1906	Kingston, Ont.	28 0	5 3	2 4	2	1	1½ sc	John H. Davis, Kingston, Ont.
196,977 Anna Siemon	Owen Sound	1888	Port Franks, Ont.	41 0	10 0	4 0	19	13	10 sc	F. J. Corbett and Richard Corbett, J.O., Owen Sound, Ont.
92,345 Anne Marie	Quebec	1901	Owen Sound "							
116,238 Annie	Digby	1886	Lake St. Joseph, Que.	37 8	9 6	3 4	8	6	15 sc	D. Gillies, Carleton Place, Ont.
100,222 Annie	Halifax	1886	Camden, Me., U.S.A.	36 0	9 5	4 0	7	4	1 sc	Sanford L. Dakin, Beaver Harbour, N.B.
103,431 Annie	Ottawa	1892	Dartmouth, N.S.	56 6	14 0	6 8	42	29	50 sc	Peter Judge, et al., Halifax, N.S.
122,503 Annie	Vancouver	1886	Carleton Place, Ont.	25 4	6 4	2 0	1	1	2 sc	E. A. Dunlop and J. Dunlop, jr., Pembroke, Ont.
107,747 Annie Barrett	Kingston	1907	Vancouver, B.C.	46 4	12 9	6 4	38	26	9 sc	Hugh McCartney and David Simpson, J.O., Vancouver, B.C.
100,592 Annie C.	Montreal	1889	Kingston, Ont.	58 4	13 8	7 6	42	18	50 sc	Mrs. Annie Pendergast, N.A. Beach, Georgeville, Que.
107,365 Annie C. Hill	Toronto	1879	Newport, U.S.A.	37 5	8 0	3 2	6	4	1 sc	John Forsythe, Barrie, Ont.
71,140 Annie Craig	Port Dover	1880	Georgeville, Que.	35 0	8 6	3 6	14	9	1 sc	Eugene O'Keefe, Toronto, Ont.
103,270 Annie Currier	St. John, N.B.	1887	Owen Sound, Ont.	78 0	16 6	5 3	80	48	30 sc	John W. Currier, Oromocto, N.B.
122,534 Annie F.	Vancouver	1907	Port Burwell, Ont.	42 4	8 8	3 7	11	7	2 sc	Wilson H. Fortier, Vancouver, B.C.
83,158 Annie Lake	Belleville	1894	Oromocto, N.B.	30 8	9 0	3 3	12	8	1½ sc	J. C. Lake, Belleville, Ont.
103,885 Annie Laurie	Ottawa	1890	Steveston, B.C.	64 1	9 8	3 5	19	13	12 sc	T. Reynolds and H. Dreany, North Bay, Ont.
107,165 Annie M.	Collingwood	1900	Belleville, Ont.	36 5	8 3	3 0	3	3	4 sc	Mrs. M. A. Clark, Collingwood, Ont.
107,173 Annie Mc	Port Arthur	1897	Sturgeon Falls, Ont.	56 0	12 0	6 3	33	22	2 sc	Thomas McLeod, Port Arthur, Ont.
96,851 Annie Moiles	Sarnia	1885	Port Arthur, Ont.	33 0	7 8	2 4	13	11	5 sc	The Bontelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
122,636 Anona	Kingston	1903	East Saginaw, Mich., U.S.A.	81 0	17 0	7 7	71	49	75 sc	Albert W. Winnett, Kingston, Ont.
92,348 Antelope	Kingston	1889	Kingston, Ont.	32 3	6 2	2 6	5	3	2½ sc	George A. Davis, Smith's Falls, Ont.
92,532 Antelope	Montreal	1887	Kingston, Ont.	60 5	11 5	4 8	20	11	15 sc	Dickson Anderson, Montreal, Que.
			Montreal, Que.	82 4	18 4	7 2	83	57	13 sc	

† Formerly "Daisy."

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107,153	Antic	Vancouver	1894	Seattle, Wash., U.S.A.	30 8	7 0	3 0	4	3	1 sc	R. H. Gardner, Vancouver, B.C.
96,968	Anticosti	Halifax	1891	Sable River, N.S.	54 0	13 6	5 6	19	16	9 sc	Mrs. Rosanna Neville, Halifax, N.S.
116,994	Anticosti	Ottawa	1904	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
122,030	Anticosti II	Liverpool	1907	Liverpool, N.S.	59 4	13 5	5 8	35	21	8 sc	Mrs. Rosanna Neville, Halifax, N.S.
100,394	Arabian	Hamilton	1892	Hamilton, Ont.	178 6	31 0	13 6	1,073	770	100 sc	J. B. Fairgrieve, Hamilton, Ont.
92,642	Arbutus	Owen Sound	1887	Wallaceburg, Ont.	63 0	14 8	7 0	49	34	4 sc	Owen Sound Tug, Lighter & Barge Line, Owen Sound, Ont.
90,898	Arbutus	Pictou, N.S.	1889	Yarmouth, N.S.	61 0	14 9	6 0	47	32	15 sc	H. A. Rhynard, Pictou, N.S.
85,555	Arcadia	Pictou, N.S.	1884	Yarmouth, N.S.	68 0	16 7	6 4	62	42	30 sc	Mrs. Elizabeth Beattie, Pictou, N.S.
103,912	Archer	Victoria	1897	Arrowhead, B.C.	49 5	13 0	4 0	15	10	3 sc	The Fred. Robinson Lumber Co., Ltd., Revelstoke, B.C.
117,166	Archibald	Kenora	1904	Gold Rock, Ont.	46 0	10 0	5 5	20	14	2 sc	Mike Noonan, Gold Rock, Ont.
122,512	Archie	Vancouver	1907	Vancouver, B.C.	36 0	10 3	3 6	17	11	2½ sc	Neil Clark, Vancouver, B.C.
107,823	Archie	Victoria	1900	Victoria, B.C.	27 0	7 4	3 8	4	3	3 sc	Thomas E. Wood, Victoria, B.C.
96,718	Archie Stewart	Ottawa	1890	Ottawa, Ont.	81 5	18 8	7 3	80	50	75 sc	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
104,250	Arcola	St. John, N.B.	1897	West Hartlepool, G.B.	314 0	44 1	20 7	2,598	1,651	240 sc	Steamship Arcola Co., Ltd., Rothesay, N.B.

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*116,992	Arctic	Ottawa	1901	Kiel, Germany	165 4	37 2	20 2	762	518	44 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
94,930	Arctic	Pictou, Ont	1893	Grindstone Island, N.Y.	96 3	19 3	7 0	101	83	5 sc	The Rathbun Co., Deseronto, Ont.
107,825	Argenta	Victoria	1900	U.S.A.	92 2	20 3	4 2	206	130	4 pa	A. H. MacNeill, Roseland, B.C.
116,953	Argo	Sarnia	1906	Kato, B.C.	50 4	11 6	4 8	20	13	2 sc	David Foster, Port Coldwell, Ont.
103,696	Argo	Sault Ste. Marie	1895	Wallaceburg, Ont.	27 0	10 0	4 0	7	4	— sc	Catherine Bell, Owen Sound, Ont.
92,722	Argosy	Toronto	1883	Owen Sound, Ont.	21 5	5 3	2 5	1	1	1 sc	John E. Thompson, Toronto, Ont.
†85,489	Argus	Ottawa	1884	Toronto, Ont.	55 0	13 0	6 1	27	19	50 sc	The Minister of Customs, Ottawa, Ont.
94,926	Argyle	Pictou, Ont	1899	Lockeport, N.S.	185 1	26 0	9 7	700	374	274 pa	Lake Ontario Navigation Co., Ltd. Pictou, Ont.
107,220	Argyle	Kenora	1900	Pictou, Ont	59 5	16 0	5 4	78	53	11 sc	James Fraser, Keewatin, Ont.
96,859	Argyle	Sarnia	1891	Keewatin, Ont	68 0	15 3	7 0	41	28	30 sc	Sarnia Bay Towing & Salvage Co. Ltd., Sarnia, Ont.
116,454	Ariadne	Vancouver	1903	Buffalo, N.Y., U.S.A.	34 9	8 7	3 9	14	9	2 sc	Hugh A. Urquhart, Vancouver, B.C.
85,708	Ariadne	Wallaceburg	1885	Vancouver, B.C.	63 0	13 6	5 2	38	26	7 sc	Asa Ribble, Dresden, Ont.
103,234	Ariel	Montreal	1890	Wallaceburg, Ont	56 5	8 2	2 8	11	7	2 sc	B. J. Kaine, St. Alphonse de Chicoutimi, Que.
111,570	Ariel	Toronto	1900	Lachine, Que.	26 0	6 2	2 8	3	2	5 sc	John H. Mason, Toronto, Ont.
121,673	Ariel	Vancouver	1905	Harrison, N.J., U.S.A.	40 0	8 2	3 6	12	8	2 sc	George E. Bower, Vancouver, B.C.
71,263	Arlington	Toronto	1878	Vancouver, B.C.	61 0	13 0	4 0	23	16	25 sc	The Toronto Ferry Co., Ltd., Toronto, Ont.
71,290	Armenia	Deseronto	1876	Harwood, Ont.	100 0	18 0	7 0	110	86	50 sc	The Rathbun Co., Deseronto, Ont.
74,388	Armenia	Kingston	1873	Pictou, Ont	176 2	25 0	11 5	467	318	150 sc	Adolf Lemer, Montreal Que.
122,537	Armoco	Vancouver	1907	Chatham, Ont	56 5	14 5	7 2	46	32	10½ sc	William H. Arnstrong, Vancouver, B.C.
121,850	Armour	Toronto	1906	Vancouver, B.C.	87 5	17 5	6 2	191	115	16 sc	Robert J. Watson, Burk's Falls, Ont.
†122,352	Arrah Wana	Kingston	1890	Burk's Falls, Ont	54 8	9 4	2 7	20	16	1 sc	Peter Cavanagh, Perth, Ont.
74,088	Arrow	Halifax	1876	Pamraspo, N.J., U.S.A. } Alex'ia Bay, N.Y., " }	42 5	9 4	5 0	10	8	10 sc	Roderick Macdonald, Halifax, N.S.
122,602	Arrow	Kenora	1907	Halifax, N.S.	24 0	6 0	3 0	3	2	1½ sc	J. W. Stone Boat Manufacturing Co., Ltd., Kenora, Ont.
116,832	Arrow	Kingston	1901	Kenora, Ont.	35 1	7 2	2 8	4	3	½ sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,689	Arrow	New Westminster	1893	Kingston, Ont.	36 6	9 4	3 1	5	3	2 sc	C. W. Vanderberg, Nakusp, B.C.

\*Foreign name "Gauss." †Formerly "Mabel Freeman." ‡Formerly "Genl. Wm. B. Franklin."

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122,160	Arrow	Vancouver	1906	Vancouver, B.C.	15 5	5 0	2 0	1	1	1 sc	William H. Archer, Vancouver, B.C.
112,071	Arthemise	Peterborough	1902	Peterborough, Ont.	34 0	7 8	2 9	11	9	7 sc	N. T. Laplante, Peterborough, Ont.
103,582	Arthur	Chatham, N.B.	1886	Chatham, N.B.	40 0	8 3	4 8	5	3	3 sc	J. P. M. Ruddock, Chatham, N.B.
103,098	Arthur	Montreal	1890	Sorel, Que.	90 3	19 4	4 8	78	38	17 ps	Tourville Lumber Mills Co., Montreal, Que.
103,367	Arthur	Quebec	1895	Roberval, Que.	43 5	10 6	3 8	15	12	6 sc	Joseph Levesque, Roberval, Que.
116,843	Arthur Mac	Owen Sound	1904	Owen Sound, Ont.	70 0	15 4	6 0	68	46	11 sc	Wm. A. Thomson, Dyers Bay, Ont.
100,667	Aryan	Kingston	1895	Kingston, Ont.	30 4	6 1	2 5	2	2	10 sc	M. R. Davis, Kingston, Ont.
122,155	Asahe	Vancouver, B.C.	1906	Vancouver, B.C.	32 4	10 3	4 0	12	8	1 sc	Takido Nakata, Vancouver, B.C., and Kitaro Asari, Elmer, B.C.
125,984	Asiniboia	Montreal	1907	Govan, G.B.	335 5	43 8	23 6	3,890	2,496	298 sc	Canadian Pacific Railway Co., Montreal, Que.
92,691	Athabasca	Winnipeg	1898	Athabaska Ldg., Alta.	146 0	28 4	4 0	167	105	10 sc	The Hudson Bay Co., London, Eng.
81,764	Athalaska	Montreal	1883	Kelvinbaugh, G.B.	262 8	38 2	23 3	2,269	1,545	300 sc	Canadian Pacific Railway Co., Montreal, Que.
116,944	Athendune	Kenora	1904	Kenora, Ont.	33 0	7 0	3 2	4	3	2 sc	James H. Ashdown, Winnipeg, Man.
*107,833	Athens	Victoria	1901	Victoria, B.C.	42 0	15 3	6 8	23	8	1 sc	John Robertson, Victoria, B.C.
122,143	Atlantic	Lunenburg	1906	Shelburne, N.S.	92 0	18 0	8 0	98	67	16 sc	The Atlantic Fish Companies, Ltd., Lunenburg, N.S.

\* Formerly a sailer.



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92,743 Atlas	Sackville	1890	Port Elgin, N.B.	46	12 4	4 8	16	11	30 sc	Prescott Lumber Co., New Mills, N.B.
121,731 Atlatoo	Vancouver	1906	Vancouver, B.C.	36 1	9 0	4 5	17	12	3 sc	John F. Deeks, Vancouver, B.C.
116,924 Atomic	Victoria	1886	Birmingham, G.B.	28 0	7 7	3 0	3	2	1 sc	Victoria Chemical Co., Ltd., Victoria, B.C.
122,411 Audrey C.	Midland	1907	Midland, Ont.	71 8	16 0	8 1	87	59	16 sc	Manley Chew, Midland, Ont.
85,419 Augusta	St. Catharines	1883	Port Robinson, Ont.	66 0	16 0	6 4	57	31	20 sc	Daniel McGrath, Port Dalhousie, Ont.
66,063 Aurelia	Montreal	1889 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	56 4	14 2	7 8	34	23	9 sc	Robert Weddell, Trenton, Ont.
121,860 Aurora	Lunenburg	1906	Lunenburg, N.S.	36 2	10 8	5 0	10	10	4 sc	John T. Stewart, M.O., West Point, P.E.I.
53,887 Aurora	Quebec	1886	Point Lévis, Que.	107 8	21 0	7 1	125	79	24 pa	Jos. Blondin, Lachine, Que.
107,918 Aurora	St. Andrews	1893	Brooklyn, N.Y., U.S.A.	114 8	26 6	10 9	364	183	32 sc	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
*90,442 Aurora	Winnipeg	1885	Icelandic River, Man.	121 0	19 2	8 4	225	141	19 pa	Wm. Dewar, Selkirk, Man.
107,525 Australian	Victoria	1899	Lake Bennett, B.C.	115 0	24 8	4 0	422	308	7 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
121,969 Auto Go.	Kingston	1906	Kingston, Ont.	22 8	4 1	1 8	1	1	2 sc	John H. Davis, Kingston, Ont.
103,156 Autolytus	Vancouver	1895	Vancouver, B.C.	53 1	10 0	5 5	25	17	9 sc	Jas. A. McNair, Vancouver, B.C.
94,724 Avon	Windsor, N.S.	1888	Hantsport, N.S.	78 6	15 6	10 0	65	41	6 sc	The Summerville Tow Boat & Ferry Co., Ltd., Summerville, N.S.
121,736 Aysanora	Vancouver	1906	Vancouver, B.C.	30 8	6 5	2 3	3	2	2 sc	Thomas G. Moody, Vancouver, B.C.
107,507 B. M. Fraser	Owen Sound	1900	Owen Sound, Ont.	69 0	17 0	7 8	50	34	10 sc	T. C. Sims, Little Current, Ont.
107,715 Bailey	Vancouver	1899	Lake Bennett, B.C.	110 0	21 7	5 0	193	132	5 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
100,306 Balize	Windsor, Ont.	1883	Cleveland, O., U.S.A.	132 0	20 0	12 0	247	168	18 sc	John Charlton, Lynedock, Ont.
107,299 Balmoral	Winnipeg	1899	Kenora, Ont.	53 5	10 0	3 6	37	23	2 sc	L. Bellefeuille, Kenora, Ont.
111,934 Bancroft	Lindsay	1903	Lindsay, Ont.	37 5	8 5	3 0	10	7	7 pa	R. C. Carter, M.O., Deseronto, Ont.
111,939 Baptiste	"	1902	"	37 4	6 7	3 0	8	5	6 pa	"
111,825 Barbara	Vancouver	1901	Vancouver, B.C.	32 0	11 7	4 8	15	10	3 sc	Geo. C. McDonald, Vancouver, B.C.
122,373 Barnett	Vancouver	1907	Barnet, B.C.	36 8	8 7	4 5	12	8	2 sc	Gilbert A. Ward and Albert E. Burnett, Barnet, B.C.

\* Formerly a sailing vessel.

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103,634	Baskatong.....	Ottawa.....	1895	Baskatong, Que.....	36 5	16 0	3 4	13	8	20 ps...	John Gilmour, Ottawa, Ont.
*96,049	Bayfield.....	Ottawa.....	1889	Meadowside, G. B.....	140 0	24 1	11 3	276	86	160 sc...	Minister of Marine and Fisheries, Ottawa, Ont.
121,907	Bear River.....	Digby.....	1906	Shelburne, N.S.....	90 0	20 0	8 4	104	71	16 sc...	John E. Woodworth, Bear River, N.S.
171,118	Beatrice.....	Collingwood.....	1877	Collingwood, Ont.....	63 0	12 3	5 6	31	21	25 sc...	Wm. J. Keays, M.O., Sarnia, Ont.
95,326	Beatrice.....	Pictou, N.S.....	1889	Stockton on Tees, G.B.....	208 0	29 1	13 4	712	353	99 sc...	John Yorston and James Yorston, J.O., Pictou, N.S.
100,865	Beatrice.....	Quebec.....	1893	Three Rivers, Que.....	64 5	13 9	5 2	40	27	12 ps...	A. Baptiste, Three Rivers, Que.
107,949	Beatrice.....	St. Catharines.....	1900	Dunnville, Ont.....	35 8	6 6	5 0	7	5	5 sc...	Daniel Dashwood, Dunnville, Ont.
122,374	Beatrice.....	Vancouver.....	1907	Vancouver, B.C.....	44 8	11 8	5 6	2†	18	5 sc...	Henry O. Ball-Irving, Vancouver, B.C.
103,886	Beatrice B.....	Ottawa.....	1897	Ottawa, Ont.....	61 8	16 5	7 0	59	43	25 sc...	T. G. Brigham, Ottawa, Ont.
107,107	Beatrice M.....	Port Arthur.....	1902	Collingwood, Ont.....	60 0	12 0	6 3	36	25	4 sc...	John Bowman, Roseport, Ont.
†33,476	Beauharnois.....	Ottawa.....	1845	Montreal, Que.....	130 5	18 3	7 1	167	87	20 ps...	Jon. A. A. Desrochers, Beauharnois, Que.
124,160	Beaumont.....	Midland.....	1907	Kirkintilloch, G.B.....	69 0	16 6	8 5	58	...	60 sc...	John Stewart and Walter Fulton, Glasgow, G.B.
.....	Beaupré.....	Montreal.....	1908	Montreal, Que.....	202 0	33 3	9 2	2,068	1,070	—pa...	The Richelieu & Ontario Nav. Co., Montreal, Que.
83,157	Beaver.....	Belleville.....	1892	Belleville, Ont.....	64 3	15 3	7 3	41	24	40 sc...	Frank Gillvert, Montreal, Que.

\*Formerly "Lord Stanley." †Formerly "Sanford Davis." ‡Formerly "Richelieu."

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100,408 Beaver.	Hamilton	1886	Kingston, Ont.	32 0	6 0	3 0	3	2	5 sc..	Edward Porter, Hamilton, Ont.
107,464 Beaver.	Lindsay	1887	Lindsay, Ont.	78 0	14 5	4 5	92	58	7 pa..	John Carew, Lindsay, Ont.
100,428 Beaver.	Ottawa	1893	Simcoe, Ont.	36 0	16 0	3 2	13	6	20 pa..	A. Lumsden, Ottawa, Ont.
107,762 Beaver.	"	1899	Temiscamingue, Que.	47 4	16 7	4 2	16	8	20 pa..	"
117,109 Beaver.	Ottawa	1901	Kingston, Ont.	36 0	9 0	3 0	2	2	4 sc..	Daniel O'Connor, Temagami, Ont.
122,479 Beaver.	Ottawa	1907	Simcoe, Ont.	49 6	18 3	3 3	31	14	2 pa..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
83,416 Beaver.	Port Hope	1883	Gore's Landing, Ont.	73 0	12 0	4 2	18	12	25 sc..	Thomas Harris, Gore's Landing, Ont.
77,559 Beaver.	Quebec	1873	Sorel, Que.	142 0	24 5	9 0	273	104	75 pa..	John C. Kaine, Quebec, Que.
107,691 Beaver.	Toronto	1899	Midland, Ont.	54 0	11 0	5 2	29	12	8 sc..	George Chew and Thos. Chew, J.O., Midland, Ont.
100,678 Beaver.	Vancouver	1892	New Westminster, B.C.	26 0	6 8	3 0	3	2	6 sc..	London & Pacific Gold Fields Co., Ltd., London, Eng.
117,119 Beaver.	"	1905	Vancouver, B.C.	46 5	11 0	4 5	20	14	4 sc..	A. M. Edwards, Vancouver, B.C.
122,367 Beaver.	Vancouver	1892	Ballard, Wash., U.S.A.	51 4	13 7	5 7	38	26	16 sc..	Jordan River Lumber Co., Ltd., Victoria, B.C.
107,096 Beaver.	Victoria	1898	Victoria, B.C.	140 0	28 0	5 1	545	344	13 pa..	Canadian Pacific Railway Co., Montreal, Que.
100,748 Beaver.	Windsor, N.S.	1897	Canning, N.S.	80 0	21 0	7 4	86	43	8 sc..	The Gloucester Navigation Co., Ltd., Caraqueet, N.B.
92,705 Beaver.	Winnipeg	1890	Norman, Ont.	48 0	11 4	4 7	34	23	5 sc..	E. W. Brydges, Kenora, Ont.
111,986 Belcarra.	Vancouver	1902	Vancouver, B.C.	89 2	20 0	8 0	253	172	20 sc..	Terminal Steamship Co., Ltd., Vancouver, B.C.
113,782 Belfast.	Vancouver	1904	Vancouver, B.C.	91 3	18 0	7 0	105	73	15 sc..	Thomas G. McBride, Vancouver, B.C.
80,719 Bella.	Paspebiac	1900	Cross Point, Que.	52 6	22 1	5 0	43	29	5 pa..	J. L. MacDonald, Cross Point, Que.
94,802 Bella.	Victoria	1888	Victoria, B.C.	34 5	8 1	3 8	8	6	1 sc..	John Clayton, Bella Bella, B.C.
83,415 Bella Fair.	Port Hope	1881	Bobcaygeon, Ont.	50 0	7 0	4 0	7	5	9 sc..	W. D. Kelley, Bridgenorth, Ont.
111,770 Bella Vister.	Kingston	1902	Kingston, Ont.	46 5	8 0	3 1	8	6	5 sc..	John H. Wilmott, Beaumaris, Ont.
116,335 Belle.	Ottawa	1903	Carleton Place, Ont.	29 0	6 6	3 0	3	3	6 sc..	Abner Nichols, Carleton Place, Ont.
71,184 Belle.	Owen Sound	1876	Meaford, Ont.	37 0	9 5	4 0	7	5	8 sc..	William Pilgrim, Meaford, Ont.
97,103 Belle.	Port Burwell	1886	Port Burwell, Ont.	44 0	11 5	5 0	16	8	6 sc..	G. A. Brown, Port Burwell, Ont.
85,746 Belle.	Quebec	1883	Quebec, Que.	68 3	16 0	6 6	51	35	140 sc..	William Price, Quebec, Que.

\* Formerly "Unican."

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117,013	Belle.....	Vancouver.....	1905	Vancouver, B.C.....	84 5	18 7	8 0	94	64	16 sc..	British Columbia Mills, Timber & Trading Co., Vancouver, B.C.
121,752	Belle.....	Vancouver.....	1906	Vancouver, B.C.....	31 6	9 3	3 2	11	7	3 sc..	C. A. McKinnon and W. T. Norton, Vancouver, B.C.
100,624	Belle (The).....	Port Dover.....	1899	Port Dover, Ont.....	66 5	13 1	6 5	31	18	13 sc..	Alexander Kennedy, Meaford, Ont.
90,817	Belle Amelia.....	Port Hope.....	1883	Cobourg, Ont.....	39 0	8 0	3 2	4	3	8 sc..	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond.....	Montreal.....	1894	Montreal, Que.....	56 0	12 0	5 4	30	20	3 sc..	Mrs. Arabella D. Drummond, Radnor Forge, Que.
111,576	Belletta.....	Toronto.....	1901	St. Joseph, Mich., U.S.A.....	21 0	5 0	2 0	2	1	1 sc..	Alfred G. Peasey, Toronto, Ont.
* 122,070	Belleville.....	Montreal.....	1885 1905	Montreal, Que..... Kingston, Ont.....	200 8	28 0	11 0	1,283	607	58 pa..	Richelieu & Ontario Navigation Co., Montreal, Que.
116,730	Ben Hur.....	St. John, N.B.....	1903	St. John, N.B.....	44 8	8 3	3 5	14	9	1½ sc..	H. J. Fleming, M.O., St. John N.B.
111,533	Bernuda.....	Vancouver.....	1900	Vancouver, B.C.....	77 4	17 9	7 0	72	49	16 sc..	A. R. Bissett, et al., Vancouver, B.C.
111,806	Berry.....	Sault Ste. Marie.....	1902	Providence Bay, Ont.....	62 0	15 0	7 6	57	27	— sc..	Sylvester Berry, Providence Bay, Ont.
96,513	Bertha.....	Kingston.....	1881	Kingston, Ont.....	51 4	10 0	3 4	18	12	10 sc..	F. Montgomery, Parry Sound, Ont.
112,014	Bertha.....	Port Arthur.....	1901	Roseport, Ont.....	35 0	10 0	3 0	11	7	1 sc..	Frank Dompier, Roseport, Ont.
111,828	Bertha.....	Vancouver.....	1901	Vancouver, B.C.....	35 0	10 2	4 5	11	8	1 sc..	Richard B. Johnson, Vancouver, B.C.
71,229	Pertha Endress.....	Sault Ste. Marie.....	1876	Two Rivers, Wis., U.S.A.....	42 0	11 0	5 0	32	2	.....	H. A. Duncan, Sault Ste. Marie, Ont.

\* Formerly 'Spartan.'

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91,720	Bertha L. Cockell.	Port Stanley.	1884	Pentwater, Mich., U.S.A.	65 8	13 2	5 7	24	16	6 sc.	Frank Jackman, Toronto, Ont.
90,578	Bertha May	Toronto	1886	Gravenhurst, Ont.	43 5	11 0	4 5	20	14	3 sc.	Chas. Mickle, Gravenhurst, Ont.
	Berthier	Montreal	1870	Sorel, Que.	184 2	28 1	8 6	934	489	— pa.	The Richelieu & Ontario Nav. Co., Montreal, Que.
71,079	Bertie E.	Amherstburg	1891	Wyandotte, Mich., U.S.A.	29 0	7 0	4 0	8	5	12 sc.	F. S. Wright, Leamington, Ont.
107,391	Beryl Essie	Sackville.	1898	Tidnish, N.S.	42 2	14 0	6 1	24	17	20 sc.	G. A. Chappell, Tidnish Bridge, N.S.
92,401	Bessie	Chatham, N.B.	1886	Newcastle, N.B.	36 0	7 5	4 0	5	4	8 sc.	Timothy W. Crocker, Newcastle, N.B.
111,589	Bessie	Peterborough.	1901	Racine, Wis., U.S.A.	18 3	4 3	2 3	1	1	3 sc.	James R. Dodsworth, Lakefield, Ont.
100,697	Bessie	Pictou, N.S.	1896	Pictou, N.S.	35 4	8 2	4 0	10	6	6 sc.	Newcomb N. Bentley, Wolfville, N.S.
121,745	Bessie	Vancouver.	1898	Burton, Wash., U.S.A.	33 0	12 3	4 5	15	10	2 sc.	Thomas Gasaway Co., Ltd., Nanaimo, B.C.
94,840	Bessie Ardella	St. Andrews	1891	West Isles, N.B.	51 5	11 7	4 6	17	12	10 sc.	G. C. Pendleton, West Isles, N.B.
116,963	Bessie B.	Kenora.	1904	Tp. of Spon, Ont.	60 0	13 0	5 0	53	36	2 sc.	Jos. E. Budreau, Rainy River, Ont.
121,272	Bessie Dollar.	Victoria	1905	Port Glasgow, G.B.	369 7	50 0	26 7	4,329	2,798	2 1/4 sc.	M. S. Dollar Co., Ltd., Victoria, B.C.
122,348	Bessie F.	Toronto	1907	Gravenhurst, Ont.	28 0	6 1	2 5	3	2	3 sc.	Herbert Ditchburn, Gravenhurst, Ont.
117,067	Bessie M.	Collingwood	1907	Collingwood, Ont.	69 6	15 0	6 5	44	30	13 1/2 sc.	James P. McDonald, Blind River, Ont.
77,846	Bessie & Harry	Halifax	1880	Halifax, N.S.	46 0	12 8	6 2	22	13	25 sc.	Peter Judge, et al., Halifax, N.S.
122,604	Beta	Kenora.	1906	Hamilton, Ont.	23 0	6 3	3 8	2	2	1 sc.	John A. Johnston, Ignace, Ont.
121,746	Beth.	Vancouver.	1905	Vancouver, B.C.	25 0	6 0	2 7	2	2	1/2 sc.	Robert P. McLennan, Vancouver, B.C.
+121,784	Bickerdike.	Ottawa.	1873	Buffalo, N.Y., U.S.A.	283 0	34 5	14 2	1,515	904	124 sc.	The Montréal & Great Lakes Steamships Co., Ltd., Ottawa, Ont.
73,034	Bienvenu	Quebec	1875	Pointe aux Trembles, Que.	144 0	25 0	8 0	648	373	50 pa.	Zéphirin Arpin, Lanoraie, Que.
103,851	Bijou.	Halifax	1895	Pictou, N.S.	25 0	5 5	2 3	2	1	3 sc.	Col. H. B. Kingscote, Halifax, N.S.
116,883	Bill.	Kingston	1900	Gananoque, Ont.	21 6	6 2	2 0	2	1	1/2 sc.	Manley Cross, Gananoque, Ont.
59,954	Bird.	Quebec	1870 1900	Levis, Que. Quebec, Que.	132 5 28 3	21 9 5 4	9 2 2 7	280 2	177 2	60 pa. 2 sc.	The Kaine & Bird Transportation Co., Ltd., Quebec, Que. A. W. Jones, Ottawa, Ont.
92,665	Birdie Jones	Ottawa.	1885	Hull, Que.	28 3	5 4	2 7	2	2	2 sc.	A. W. Jones, Ottawa, Ont.
64,608	Bismarck	St. John, N.B.	1872	St. Mary's, N.B.	65 3	12 0	4 0	49	10	16 pa.	Archibald Fitz Randolph, Fredericton, N.B.

† Formerly 'Anglesea.' ‡ Formerly 'Arabia.'

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111,608	Blair of Athol ...	New Westminster ...	1900	Atlin, B.C.	54 0	9 0	4 5	11	7	1 sc ...	The Northern Lumber Co., Ltd., Atlin, B.C.
117,107	Blanche ...	Ottawa ...	1904	New Liskeard, Ont.	66 0	11 6	5 6	30	18	4 sc ...	F. W. Hendry and F. S. Buckenden, New Liskeard, Ont., J.O.
97,124	Blandford ...	Quebec ...	1890	Quebec, Que.	67 3	14 3	4 6	65	27	40 ps ...	Nazaire Letendre, Sorel, Que.
121,936	Blitz ...	Halifax ...	1905	Dartmouth, N.S.	28 5	4 6	3 0	3	2	½ sc ...	A. Robie Cogswell, Halifax, N.S.
96,989	Blonde ...	Vancouver ...	1891	New Westminster, B.C.	56 0	12 2	5 6	33	23	7 sc ...	Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
121,849	Blue Bell ...	Toronto ...	1906	Toronto, Ont.	150 0	30 0	7 2	732	451	48 ps ...	The Toronto Ferry Co., Ltd., Toronto, Ont.
97,053	Blue Hill ...	Halifax ...	1887	E. Boston, Mass., U.S.A.	135 0	18 0	7 0	196	98	38 sc ...	Victoria Steamship Co., Ltd., Bad- deck, N.S.
122,263	Blue Peter III ...	Montreal ...	1906	West, Mystic, Conn., U.S.A.	35 4	6 8	3 3	5	5	2 sc ...	Francis R. Redpath, Montreal, Que.
80,960	Bluebell ...	Pictou, Ont.	1888	Kingston, Ont.	48 5	8 9	3 6	12	8	5 sc ...	Hiram A. Calvin, Garden Island, Ont.
107,569	Boba... ..	Owen Sound ...	1900	Toronto, Ont.	66 0	10 5	5 0	38	26	6 sc ...	The Tenagami Navigation Co., Ltd. Toronto, Ont.
111,867	Boba... ..	Peterborough ...	1904	Peterborough, Ont.	28 5	9 0	3 7	11	8	½ sc ...	James L. Rogers, Peterborough, Ont.
111,506	Boba... ..	St. John, N.B.	1900	St. Joseph, Mich., U.S.A.	15 2	4 8	1 8	1	1	— sc ...	Wm. Walker, Fredericton, N.B.
111,563	Boba... ..	Toronto ...	1900	Toronto, Ont.	36 0	9 0	4 0	9	6	3 sc ...	George Gooderham, Toronto, Ont.
111,542	Boba... ..	Vancouver ...	1901	Vancouver, B.C.	36 0	8 0	0	4	3	1 ps.	Miss Lucy Fader, Vancouver, B.C.



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* 100,188	Britannic.....	Collingwood.....	{ 1866 1892	Sorel, Que. Rebuilt.....	150 8	25 6	9 2	428	228	41 pa..	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
121,915	British Lion.....	Kenora.....	1903	Simcoe, Ont.....	36 0	10 0	4 0	22	15	2 pa..	Rainy River Lumber Co., Ltd., Rainy River, Ont.
107,421	Brockville.....	Brockville.....	1898	Toronto, Ont.....	105 0	21 5	5 7	191	88	14 sc..	The Brockville Nav. Co., Ltd., Brockville, Ont.
+ 101,254	Brockville.....	Montreal.....	{ 1892 1901	Chester, Pa., U.S.A. Sorel, Que.....	175 0	33 5	9 0	944	597	188 sc..	The Richelieu & Ontario Navigation Co., Montreal, Que.
92,615	Brothers.....	Port Arthur.....	1886	Port Arthur, Ont.....	39 4	9 8	5 8	18	12	6 sc..	E. T. Morrow, Fort William, Ont.
116,274	Bruce.....	Halifax.....	1889	Dartmouth, N.S.....	59 5	20 5	5 6	56	38	12 sc..	Henry Beazley, Halifax, N.S.
122,253	Brulot.....	Quebec.....	1903	Salmon Lake, Que.....	32 0	10 5	3 5	8	6	1 pa..	George J. Paradis, Salmon Lake, Que.
94,902	Brunette.....	New Westminster.....	1890	New Westminster, B.C.....	60 0	13 5	6 0	37	25	5 sc..	Brunette Saw Mills Co., Ltd., New Westminster, B. C.
112,066	Brunswick.....	Windsor, N.S.....	1901	Canning, N.S.....	110 0	23 0	8 7	184	73	42 sc..	Minas Basin S.S. Co., Ltd., Canning, N.S.
107,157	Burpee.....	Vancouver.....	1898	Toronto, Ont.....	45 6	9 5	2 6	9	6	1 pa..	Isaac Burpee, St. John, N.B.
117,018	Burrard.....	".....	1905	Vancouver, B.C.....	63 6	14 2	6 5	56	38	10 sc..	J. D. Foreman, Vancouver, B.C.
97,165	Burt.....	Vancouver.....	1890	Victoria, B.C.....	66 3	13 8	5 7	50	34	4 sc..	Wm. R. Jones, Vancouver, B.C.
+ 92,612	Butcher Boy.....	Port Arthur.....	1879	Bay City, Mich., U.S.A.....	95 6	20 6	6 6	215	146	18 sc..	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.

\* Formerly "Rocket." † Formerly "Columbian." ‡ Formerly "A. H. Morrison."



LIST OF STEAM VESSELS

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100,196	Buts	1890	New Westminster, B.C.	28 6	6 7	2 6	4	3	3 sc	E. E. Evans, Vancouver, B.C.
111,785	Bute	1901	Sidney, B.C.	29 0	8 4	2 9	7	3	1 sc	Cowichan Lumber Co., Ltd., Duncan's, B.C.
116,407	Bute	1904	Sidney, B.C.	60 5	14 4	7 0	49	26	3 sc	Albert Berquist, Sidney, B.C.
*85,496	C. A. Boone	1883	Waukegan, Ont.	63 6	15 5	7 4	44	30	75 sc	Charles S. Boone, Toronto, Ont.
†92,664	C. B. Powell	1887	Pembroke, Ont.	139 0	38 0	7 2	273	173	21 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,670	C. C. Martin	1906	Twelve Mile Bay, Ont.	71 0	16 0	8 0	70	45	15 sc	Mrs. Mary Martin, Midland, Ont.
107,485	C. E. Ainsworth	1901	Sault Ste. Marie, Mich., U.S.A.	81 6	18 4	7 4	76	48	60 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,243	C. E. Benham	1886	Cleveland, O., U.S.A.	102 4	19 0	7 0	140	93	— sc	W. J. McMenemy, Bruce Mines, Ont.
103,214	C. E. Read	1894	Simcoe, Ont.	42 0	16 2	3 4	13	8	20 sc	W. H. Hurdman, Ottawa, Ont.
†92,667	C. F. Dunbar	1871	Erie, Pa., U.S.A.	47 3	13 0	5 0	33	22	20 sc	James Prendergast, Cornwall, Ont.
112,189	C. F. Eddy	1902	Blind River, Ont.	45 5	10 0	3 8	16	11	1 sc	Blind River Towing Co., Ltd., Sarnia, Ont.
78,039	C. H. Merritt	1883	Chatham, Ont.	85 0	24 0	6 5	122	83	75 sc	A. M. Clark, M.O., Marysburgh, Ont.
69,530	C. J. Brydges	1874	Buffalo, N.Y., U.S.A.	62 2	16 0	8 0	39	21	110 sc	Minister of Public Works, Ottawa, Ont.
107,191	C. M. Bowman	1887	Port Elgin, Ont.	92 0	18 5	9 0	88	60	32 sc	C. M. Bowman and W. J. Strong, J. O., Southampton, Ont.
97,132	C. S. Parnell	1891	Quebec, Que.	44 9	11 9	4 3	17	9	28 sc	Etienne Dussault, Lévis, Que.
117,062	C. W. Bangs	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	‡ sc	John F. Hurdman, Ottawa, Ont.
‡ 80,574	C. W. Chamberlain	1881	Walkerville, Ont.	127 0	28 6	9 7	385	243	120 sc	Chas. Beck, Penetanguishene, Ont.
116,547	C. W. Cole	1903	Kingston, Ont.	49 5	11 0	4 5	16	11	12 sc	Claude W. Cole, Milford, Ont.
107,733	C. Here	1899	Kingston, Ont.	49 3	8 2	3 7	7	5	8 sc	Mrs. Barbara Davis, Kingston, Ont.
125,988	Cabot	1907	Grangemouth, G. B.	155 1	25 1	9 7	465	162	63 sc	Steamship Cabot Co., Ltd., Sydney, N.S.
87,993	Cacouna	1894	Newcastle-on-Tyne, G.B.	250 0	35 4	16 4	1,451	931	142 sc	Steamship Cacouna Co., Ltd., Sydney, N.S.
107,145	Caledonia	1898	New Westminster, B.C.	142 4	30 4	4 0	569	359	17 pa.	Alexander McDermott, Victoria, B.C.
97,144	Calla	1891	West Isles, N.B.	32 0	9 6	4 5	10	7	12 sc	Fred. W. Richardson, West Isles, N.B.

Formerly "C. N. Pratt."

Formerly "Howard B. Payne."

† Formerly "G. B. Pattee."

\* Formerly "Severn."

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100,040	Callender	Toronto	1892	North Bay, Ont.	20 0	6 6	2 4	2	1	1½ sc.	Isaac Dollery, Fairbank, Ont.
94,797	Calluna	Richibucto	1893	Richibucto, N.B.	55 0	13 9	6 1	22	15	5 sc.	Mrs. Annie A. Robertson, Richibucto, N. B.
103,921	Calumet	Peterborough	1895	Bobcaygeon, Ont.	54 0	8 1	4 0	22	15	6 sc.	Mossom M. Boyd, Bobcaygeon, Ont.
100,024	Camilla	Toronto	1890	Roach's Point, Ont.	68 0	12 5	6 8	54	37	75 sc.	William Fraser, Little Current, Ont.
51,646	Campana	Quebec	1873	Glasgow, G.B.	240 8	35 3	20 7	1,697	1,154	225 sc.	The Quebec Steamship Co., Ltd., Quebec, Que.
100,869	Campania	"	1893	Lake Megantic, Que.	48 4	13 2	5 0	23	16	4 sc.	G. M. Stearns, Lake Megantic, Que.
*117,140	Canada	Halifax	1892	Kinghorn, G.B.	185 5	27 2	19 5	704	449	131 sc.	The Halifax & Cape Breton Steamship Co., Ltd., Halifax, N.S.
100,392	Canada	Hamilton	1872	Hamilton, Ont.	135 2	24 2	11 5	557	366	20 sc.	J. S. Nesbit, Sarnia, Ont.
116,870	Canada	Ottawa	1904	Barrow-in-Furness, G.B.	208 0	25 1	13 3	411	136	209 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
†71,101	Canada	Toronto	1874	Wallaceburg, Ont.	123 2	24 1	8 7	312	209	120 sc.	Owen Sound Park Co., Ltd., Owen Sound, Ont.
90,605	Canada Atlantic Transfer.	Ottawa	1884	Coteau Landing, Que.	171 0	70 0	8 6	619	395	270 pa.	Montreal Lighterage Co., Ltd., Montreal, Que.
122,539	Canadian	Vancouver	1907	New Westminster, B. C.	62 7	14 2	8 8	64	44	12 sc.	Robert McNair, and Herman Wilbur, Vancouver, B. C.
107,094	Canadian	Victoria	1896	Victoria, B.C.	146 5	33 4	4 7	716	455	15 pa.	British Yukon Navigation Co., Ltd. Vancouver, B.C.
103,245	Canadian	Montreal	1883	Sorel, Que.	61 3	9 7	3 9	22	15	11 sc.	Remi Godin, Sorel, Que.

\*Formerly "Pro Patria," †Formerly "Queen City" and "J. W. Steinhoff."

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107,088	Canad.	Ottawa	1896	Ottawa, Ont.	21	7	4	4	2	0	1	1	1	sc	P. J. B. Belanger, Ottawa, Ont.
122,524	Canpac.	Vancouver	1907	New Westminster, B. C.	58	8	14	0	8	8	56	38	9	sc	Canadian Pacific Sulphite Pulp Co., Ltd., Vancouver, B. C.
107,808	Canuck	St. John, N.B.	1900	Racine, Wis., U.S.A.	16	3	4	3	1	8	1	—	1	sc	W. H. Holder and W. M. Barlow, St. John, N.B.
80,767	Cape Blanc Boy	Quebec	1881	St. Laurent, Isle d'Orleans, Que.	37	8	11	0	5	2	11	7	10	sc	E. Huot, Montreal, Que.
97,808	Cape Breton	Montreal	1890	Hylton, G.B.	258	0	37	0	16	8	1,764	1,109	160	sc	Steamship Cape Breton Co., Ltd., Sydney, N.S.
100,203	Capilano	Vancouver	1892	Vancouver, B.C.	120	0	22	2	9	6	231	157	28	sc	G. T. Legg, Vancouver, B.C.
107,266	Capital	Ottawa	1898	Ottawa, Ont.	30	0	6	0	2	6	2	1	3	sc	John Harper, et al., Ottawa, Ont.
100,026	Capoanang	Toronto	1888	French River, Ont.	41	6	11	1	5	0	18	12	2	sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
107,425	Caprice	Brockville	1903	Middleton, Conn. U.S.A.	35	2	7	8	3	3	9	6	4	sc	Arthur C. Hardy, Brockville, Ont.
64,865	Captain	St. John, N.B.	1871	Indianatown, N. B.	72	0	16	6	8	2	68	21	100	sc	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
107,139	Captain Jim	Goderich	1902	Goderich, Ont.	78	6	17	8	7	2	58	39	22	sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,285	Captor	Halifax	1903	Lunenburg, N.S.	52	6	12	2	6	2	22	17	27	sc	Frank Roberta, Halifax, N.S.
116,032	Caraboo	Kenora	1902	Fort Smith, N. W. T.	50	0	10	2	5	0	29	19	4	sc	James Hielop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T. J. O.
112,293	Carberry	Winnipeg	1903	Westbourne, Man.	69	8	16	5	5	0	62	42	6	sc	The Minister of Marine and Fisheries Ottawa, Ont.
*92,681	Cardinal	Prescott	1876	Montreal, Que.	121	2	24	0	10	9	237	140	21	sc	The Edwardsburg Starch Co., Ltd., Montreal, Que.
122,159	Carlad	Vancouver	1906	Vancouver, B.C.	22	5	7	0	3	0	3	2	1	sc	Henry C. Layard, Salt Spring Island, B.C.
116,249	Caribou	Sault Ste. Marie	1904	Goderich, Ont.	144	8	26	6	10	5	597	371	43	sc	The Dominion Fish Co., Ltd., Winnipeg, Man.
122,330	Carl	Vancouver	1907	Vancouver, B. C.	16	4	6	4	2	6	1	1	3	sc	James S. Rear, Vancouver, B. C.
122,412	Carlotta	Midland	1907	Midland, Ont.	75	0	17	4	8	0	96	34	13	sc	James Playfair, Midland, Ont.
92,388	Carlton	Hamilton	1878	Westport, Ont.	40	0	8	2	2	3	8	6	6	sc	W. F. Thomson, Parry Sound, Ont.
†92,559	Carmana	Belleville	1889	Sorel, Que.	90	0	15	5	5	3	56	38	17	sc	T. S. Carman, Belleville, Ont.
112,261	Carmila	Montreal	1902	"	66	4	17	5	8	2	63	39	28	sc	The Minister of Public Works, Ottawa, Ont.
111,863	Carmita	Ottawa	1901	Carleton Place, Ont.	39	0	9	8	3	6	9	8	7	sc	Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
78,012	Caro	Winnipeg	1883	Toronto, Ont.	38	0	7	8	3	9	14	10	1	sc	G. W. Draper, Kenora, Ont.

\*Formerly "Mayflower." †Formerly "Dan."

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107,238	Carolina	Sorel	{ 1897 1905	{ Three Rivers, Que.	69 4	15 4	4 9	44	28	2 sc.	Louis Dugré, Three Rivers, Que.
122,513	Carolina	Vancouver	1907	Vancouver, B. C.	31 5	9 5	4 1	13	9	1½ sc.	Arthur Blumel, Vancouver, B. C.
111,912	Caroline	Toronto	1900	Moon River, Ont.	38 5	9 7	4 0	12	8	— sc.	Charles Martin, Midland, Ont.
100,648	Caroline	Victoria	1887	Victoria, B.C.	26 0	7 2	3 0	3	3	1 sc.	Reuben Mason and John Sinclair, J. O., Comox, B. C.
88,536	Carrie	Hamilton	1889	Hamilton, Ont.	29 0	6 6	3 2	3	2	6 sc.	G. Crawford, Hamilton, Ont.
111,756	Carrie L	Kenora	1903	Bell City, Ont.	50 0	12 8	3 5	16	9	1 pa.	Sam. Lounsbury, Bell City, Ont.
.....	Carriella	Toronto	1869	Barrie, Ont.	70 0	12 0	4 5	35	24	.....	D. Long, Orillia, Ont.
103,919	Casca	Victoria	1898	Victoria, B.C.	140 0	30 5	5 0	590	364	17 pa.	The British Yukon Navigation Co. Ltd., Vancouver, B.C.
112,243	Cascade	"	1902	Vancouver, B.C.	95 0	22 6	7 6	119	81	16 sc.	Leeming Bros., Ltd., Victoria, B.C.
112,142	Caspian	Kingston	1846	Kingston, Ont.	177 6	43 4	6 7	957	543	58 pa.	Lake Ontario & Bay of Quinté Steam- boat Co., Ltd., Kingston, Ont.
*103,472	Cassiar	Vancouver	{ 1890 1901	{ Ballard, Wash. U.S.A. Vancouver, B.C.	120 6	29 0	6 9	597	364	43 sc.	Gordon T. Legg, Vancouver, B.C.
122,474	Castor	Ottawa	1907	Toronto, Ont.	66 0	22 0	5 2	88	23	3½ pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
177,698	Cataract	Hamilton	1882	Hamilton, Ont.	175 0	33 6	14 6	957	598	200 sc.	Myles Transportation Co., Ltd., Hamilton, Ont.
116,864	Catharine C	Ottawa	1903	Sturgeon Falls, Ont.	48 0	13 0	5 0	19	16	2½ sc.	The Minister of Public Works, Ottawa, Ont.

\*Formerly "J. R. McDonald." †Formerly "Myles."

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103,654	Catherine S.	Winnipeg.	1886	Kenora, Ont.	66 0	13 5	5 5	67	45	4 sc.	John Short, Kenora, Ont.
122,192	Cauco	New Westminster.	1896	New Westminster, B. C.	33 3	6 3	4 3	5	3	2 sc.	Henry Schaae, New Westminster, B. C.
122,219	Cayuga	Toronto.	1907	Toronto, Ont.	305 0	36 6	14 2	2,196	1,168	328 sc.	Niskara Navigation, Co., Ltd., Toronto, Ont.
92,432	Ceebe	Toronto	1886	Burk's Falls, Ont.	31 7	7 2	3 3	11	8	1 sc.	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
116,668	Celt	Midland.	1900	Toronto, Ont.	34 0	8 0	2 8	6	4	1 sc.	Archibald Campbell, Midland, Ont.
122,538	Celtic	Vancouver.	1907	Vancouver, B. C.	89 4	24 5	8 6	239	163	161 sc.	Coast S.S. Co., Ltd., Vancouver, B. C.
112,072	Cenego.	Peterborough.	1903	Detroit, Mich, U.S.A.	15 6	4 6	1 9	1	1	2 sc.	Mrs. F. A. Price, Massanaga, Ont.
100,549	Centreville.	Digby	1898	Centreville, N.S.	67 4	18 4	7 0	60	32	9 sc.	A. Boutlier, <i>et al.</i> , Centreville, N.S.
97,153	Chaco	Victoria.		Norway	23 0	6 0	2 4	3	2	1 sc.	U. E. Dickenson, Nanossee Bay, B. C.
71,083	Chaffey	Montreal.	1875	Portsmouth, Ont.	59 0	14 0	6 0	42	29	22 sc.	Z. Leroux, Valleyfield, Que.
92,331	Challenger.	Quebec.	1886	Lévis, Que.	88 8	20 2	9 7	108	73	86 sc.	The Minister of Agriculture, Ottawa, Ont.
	Chambly.	Montreal.	1871	Sorel, Que.	153 1	24 3	7 8	535	247	— pa.	The Richelieu & Ontario Navigation Co., Montreal, Que.
	Champion	Port Hope.	1868	Lindsay, Ont.	94 5	15 1	5 3	142	89		Gso. Crandell, Lindsay, Ont.
103,975	Champion	Quebec.	1897	Lévis, Que.	143 5	25 6	7 8	482	304	30 pa.	La Cie Maritime et Industrielle de Lévis, Lévis, Que.
80,017	Champion	St. John, N.B.	1880	Portland, N.B.	121 6	24 1	6 2	190	120	42 pa.	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
116,756	Champion	Toronto	1904	Orillia, Ont.	69 0	12 7	5 0	42	28	8 sc.	Thomas W. Wood, Orillia, Ont.
116,999	Champlain.	Ottawa.	1904	Paisley, G.B.	120 0	30 3	17 6	522	225	87 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
*103,956	Champlain.	St. John, N.B.	1897 1904	Valleyfield, Que. St. John, N.B.	110 8	22 4	7 9	392	267	23 sc.	The Majestic Steamship Co., Ltd., St. John, N.B.
103,443	Chance.	Ottawa.	1895	Ottawa, Ont.	43 1	7 1	3 6	5	2	12 sc.	John Hewton, Kingston, Ont.
100,180	Charlemagne.	Montreal.	1891	Montreal, Que.	87 3	18 6	7 6	76	52	67 sc.	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Arm- strong.	St. Catharines.	1894	St. Catharines, Ont.	56 0	13 8	7 5	49	33	40 sc.	E. Armstrong, Port Colborne, Ont.
94,713	Charles F.	Port Stanley	1905	Port Stanley, Ont.	31 5	10 4	3 4	8	5	1 sc.	Harley Taylor, Port Stanley, Ont.
111,860	Charlie Jones.	Owen Sound.	1904	Owen Sound, Ont.	43 9	12 0	4 0	16	12	2 sc.	Thomas Jones and Charles Jones, Owen Sound, Ont.
103,676	Charlie M.	Toronto	1897	Gravenhurst, Ont.	54 5	11 0	5 0	50	30	8 sc.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
	Charlotte.	Montreal.	1870	Montreal, Que.	68 1	14 4	6 1	59	36		Thos. Gauthier, Montreal, Que.

\*Formerly "Queen" and "Robinault."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10ths.	Breadth in feet and 10ths. Largeur en pieds et 10ths.	Depth in feet and 10ths. Profondeur en pieds et 10ths.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
103,909	Charlotte.....	Victoria.....	1896	Quesnelle, B.C.....	111 4	20 6	4 6	217	77	10 pa...	John Irving, Victoria, B.C.
*88,622	Charlton.....	Windsor, Ont.....	1862	Chicago, Ill., U.S.A.....	135 0	19 4	10 4	389	205	77 sc...	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Charmer.....	Victoria.....	1896	San Francisco, Cal., U.S.A.....	200 0	42 0	12 9	1,044	497	150 sc...	Canadian Pacific Railway Co., Montreal, Que.
103,046	Chateauguay.....	Montreal.....	1894	Montreal, Que.....	133 8	20 2	7 1	222	119	20 sc...	The Chateauguay & Beauharnois Navigation Co., Chateauguay Basin, Que.
117,153	Chean.....	New Westminster.....	1905	Harrison River, B.C.....	105 0	22 0	4 3	286	180	21 pa...	The Chilliwack Shingle Manufacturing Co., Ltd., Harrison River, B.C.
106,683	Chebucko.....	Halifax.....	1897	Kelvinhaugh, Glasgow, G.B.	125 0	48 0	12 7	578	184	40 sc...	The Dartmouth Ferry Commission, Dartmouth, N.S.
125,973	Cherokee.....	Toronto.....	1907	Toronto, Ont.....	120 0	23 0	7 2	328	160	41 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
106,839	Cheronea.....	St. John, N.B.....	1897	Port Glasgow, G.B.....	324 7	47 9	22 6	3,189	2,060	294 sc...	Steamship Cheronea Co., Ltd., Rothesay, N.B.
94,738	Chester.....	Windsor, N.S.....	1890	Hantaport, N.S.....	80 5	17 0	9 0	80	36	16 sc...	Daniel Murray, Windsor, N.S.
53,588	Chicora.....	Halifax.....	1884	Liverpool, G.B.....	221 0	26 0	10 9	981	540	180 pa...	Niagara Navigation Co., Ltd., Toronto, Ont.
+100,365	Chicoutimi.....	Montreal.....	1891	Sorel, Que.....	219 0	28 4	11 0	992	593	156 pa...	Richelieu & Ontario Navigation Co., Ltd., Montreal, Que.
80,756	Chicoutimi.....	Toronto.....	1881	Bienville, Lévis, Que.....	92 9	19 5	6 3	110	70	23 pa...	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
94,820	Chieftain.....	Victoria.....	1890	Victoria, B.C.....	79 5	16 5	7 8	65	39	22 sc...	R. Cunningham & Son, Ltd., Port Essington, B.C.
111,458	Chieftain.....	Winnipeg.....	1901	Saskirk, Man.....	80 5	16 0	7 4	61	28	6 sc...	Dominion Fish Co., Ltd., Winnipeg, Man.

\* Formerly "Charles Kellogg." † Formerly "Saguenay."

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1892, 698	Chieftain.....	Winnipeg.....	1899	Big Forks, Rainy River, Ont.	52 0	12 0	5 4	40	27	2 sc...	F. W. Coates, Fort Frances, Ont.
117, 129	Chieftain III.....	Kington.....	1906	Garden Island, Ont.....	142 4	39 4	9 3	355	147	48 pa...	The Galvin Co., Ltd., Garden Island, Ont.
117, 153	Chinook.....	New Westminster ..	1889	Astoria, Ore., U.S.A. ....	59 0	14 5	4 3	34	23	3 sc...	Kildala Packing Co., Ltd., Vancouver, B.C.
107, 726	Chinook.....	Vancouver.....	1900	Vancouver, B.C.....	46 8	12 3	6 9	22	15	15 sc...	Max Macgowan, et al., Vancouver, B.C.
122, 372	Chippmunk.....	Vancouver.....	1907	Vancouver, B.C.....	23 0	5 9	2 5	2	1	1½ sc...	Allan Purvis, Vancouver, B.C.
100, 753	Chippewa.....	Toronto.....	1893	Hamilton, Ont.....	308 5	36 3	12 5	1,514	764	188 pa...	Niagara Navigation Co., Ltd., Toronto, Ont.
83, 103	Christina.....	Richibucto.....	1886	Mission Point, Que.....	70 3	17 2	5 5	57	36	20 pa...	W. Glover and K. Shieves, Campbellton, N.B.
107, 089	Chumny.....	Ottawa.....	1888	Hull, Que.....	46 0	9 2	3 0	5	4	25 sc...	Wm. E. Beaton, Ottawa East, Ont.
96, 713	Circassian.....	".....	1886	Aylmer, Que.....	46 5	9 0	2 5	8	5	6 sc...	Alfred Bourgeau, Aylmer, Que.
97, 117	Circe.....	Collingwood.....	1889	Collingwood, Ont.....	28 0	7 0	3 0	3	2	2 sc...	C. W. Tobey, Collingwood, Ont.
111, 561	City Queen.....	Toronto.....	1900	Midland, Ont.....	70 5	15 7	4 5	69	42	11 sc...	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.
107, 201	City of Alberton..	Winnipeg.....	1897	Fort Frances, Ont.....	62 0	14 0	4 3	67	39	3 sc...	The Preston Bell Furniture & Lumber Co., Ltd., Fort Frances, Ont.
111, 919	City of Bala.....	Toronto.....	1901	Bala, Ont.....	76 3	12 7	4 8	74	47	3 sc...	Huntsville & Bracebridge Tanning Co., Ltd., Huntsville, Ont.
71, 694	City of Belleville..	Prescott.....	1878	St. Catharines, Ont.....	89 7	15 4	7 0	101	69	50 sc...	Can. Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
92, 734	City of Chatham..	Toronto.....	1888	Toronto, Ont.....	125 6	28 5	9 0	341	232	150 sc...	Chatham Navigation Co., Ltd., Chatham, Ont.
.....	City of Dresden.....	Windsor, Ont.....	1872	Windsor, Ont.....	93 0	21 0	8 9	194	124	.....	Chas. D. Shirley, Blenheim, Ont.
63, 145	City of Ghent.....	Halifax.....	1871	Grat Grimaby, G.B.....	135 9	20 4	9 7	199	119	40 sc...	Robert Pickford, Halifax, N.S.
116, 958	City of Grand Rapids	Sarnia.....	1879	Grand Haven, U.S.A.....	122 5	24 6	9 3	227	196	40 sc...	William Gillies, Tobermory, Ont., and John W. S. Rutherford, Wiarton, Ont.
107, 942	City of Ladysmith	St. Catharines ..	1900	Hamilton, Ont.....	69 6	16 0	5 2	35	24	12 sc...	Chas. Ross, Port Maitland, Ont.
*92, 390	City of London....	Quebec.....	{ 1888 } 1892	Kingston, Ont.....	120 0	27 0	7 8	516	294	37 sc...	Michael Connolly, Montreal, Que.
117, 082	City of Meaford...	Collingwood.....	1906	Meaford, Ont.....	111 0	24 0	8 5	328	223	28 sc...	J. Perks, F. Perks and E. Perks, J.O., Meaford, Ont.
97, 111	City of Midland ..	".....	1890	Owen Sound, Ont.....	176 4	28 3	10 7	974	682	38 sc...	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
†117, 073	City of Montreal..	Toronto.....	1871	Buffalo, N.Y., U.S.A.....	220 0	32 5	14 0	1,554	868	80 sc...	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
90, 698	City of Mount Clemens,	St. Catharines.....	1880	Mount Clemens, U.S.A.....	95 0	21 8	6 0	102	69	85 sc...	Jas. W. Steinhoff, Wallaceburg, Ont.

\*Formerly "Kathleen." †Formerly "China."

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96,995	City of Nanaimo.	Victoria.	1891	Vancouver, B.C.	159 0	32 0	9 4	761	518	58 sc ..	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
116,303	City of New York	Cobourg.	1863	Cleveland, O., U.S.A.	136 0	27 6	11 6	292	199	19 sc ..	Geo. Plunkett, <i>et al.</i> , Cobourg, Ont.
*122,018	City of Ottawa.	Ottawa.	1871	Buffalo, N.Y., U.S.A.	220 0	32 5	14 0	1,529	838	80 sc ..	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
122,231	City of Prince Albert.	Prince Albert, Sask.	1906	Prince Albert, Sask.	96 0	20 0	4 5	141	89	6 pa ..	Prince Albert Lumber Company, Ltd., Prince Albert, Sask.
100,134	City of Selkirk.	Winnipeg.	1892	Selkirk, Man.	143 7	23 9	9 1	458	311	32 sc ..	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	City of Stratford.	Toronto.	1874	Port Dalhousie, Ont.	32 4	8 8	2 7	4	3	1 sc ..	Andrew J. Jeffrey, Stratford, Ont.
94,769	City of Toronto.	Owen Sound.	1886	Owen Sound, Ont.	150 0	24 0	9 2	782	492	34 pa ..	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
*94,643	City of Windsor.	Windsor, Ont.	1883	Detroit, Mich., U.S.A.	117 0	24 8	11 0	511	316	34 sc ..	D. L. McKinnon, Sudbury, Ont.
96,762	Claudian	Port Hawkesbury.	1890	Port Hawkesbury, N.S.	59 0	10 9	6 6	23	16	12 sc ..	Robert Stevenson, Wallace, N.S.
107,711	Claudian	Vancouver.	1899	Vancouver, B.C.	82 0	17 2	6 8	72	49	5 sc ..	Coast Steamship Co., Ltd., Vancouver, B.C.
74,382	Clara.	Toronto.	1877	Barrie, Ont.	44 0	8 0	..	12	8	8 sc ..	William P. Jaynes, Barrie, Ont.
111,859	Clara May.	Owen Sound.	1902	Tobermory, Ont.	39 0	10 0	3 6	9	6	4 sc ..	William Newell and Roderick Shirk, J.O. Popular, Ont.
90,798	Clara W. Young.	Vancouver.	1888	New Westminster, B.C.	54 5	13 2	5 2	31	21	4 sc ..	Harry Bevis, Vancouver, B.C.
116,551	Clare.	Port Maitland.	1903	Princeport, N.S.	79 0	24 7	6 9	88	59	— sc ..	R. H. Putnam, Ouslow, N.S.

\* Formerly "India." + Formerly "E. K. Roberts."





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111,431	Cock O' the North.	Halifax.....	1902	Dartmouth, N.S.....	31 5	5 5	3 3	3	3	8 sc.	James A. Calder, Halifax, N.S.
116,404	Colby .....	Victoria.....	1902	Seattle, Wash., U.S.A..	35 1	9 4	3 1	11	7	12 sc.	Samuel W. Bucknam, Victoria, B.C.
98,803	Collector.....	Halifax.....	1891	Dartmouth, N.S.....	63 8	20 8	5 5	52	35	25 sc.	Louis Heffer, Halifax, N.S.
112,253	Colleen Ordre.....	Vancouver.....	1903	Vancouver, B.C.....	28 6	9 0	3 9	5	3	1 sc.	Frederick Keeling, Vancouver, B.C.
117,089	Collingwood.....	Collingwood.....	1907	Collingwood, Ont.....	386 0	50 0	23 0	4,529	3,490	163 sc.	The Farrar Transportation Co., Ltd., Collingwood, Ont.
80,911	Colonel By.....	Prescott.....	1868	Ogdensburg, N.Y., U.S.A.	45 0	9 2	3 9	9	6	9 sc.	P. Eligh, Burritt's Rapids, Ont.
112,385	Colonge .....	Ottawa.....	1901	Sand Point, Ont .....	47 7	17 9	3 6	18	12	20 pa.	Gillies Bros. Co., Ltd., Braceside, Ont.
122,012	Colonial.....	" .....	1906	Kippewa Lake, Que....	52 0	12 3	4 4	47	25	9 sc.	Colonial Lumber Co., Ltd., Pembroke, Ont.
103,892	Columbia.....	New Westminster..	1896	Nakusp, B.C.....	77 0	14 5	6 4	50	34	17 sc.	Canadian Pacific Railway Co., Mon- treal, Que.
117,017	Columbia.....	Vancouver.....	1905	Vancouver, B.C.....	60 0	14 0	4 5	40	27	4 sc.	Rev. John Antle, Vancouver, B.C.
117,039	Columbus.....	Sault Ste. Marie....	1874	Detroit, Mich., U.S.A..	136 3	25 0	11 8	439	280	60½ sc.	Joseph Ganley, Sault Ste. Marie, Ont.
71,105	Comet.....	Chatham, Ont .....	1876	Chatham, Ont.....	55 0	11 0	4 6	22	15	20 sc.	R. E. Moore, Harrison, Ont., and W. Vandusen, Tara, Ont., J.O.
94,939	Comet.....	Port Hope .....	1895	Lake Seugog, Ont.....	45 0	8 0	1 2	8	3	7 sc.	Joshiah Ball, Fesserton, Ont.
94,799	Comet.....	Richibucto.....	1901	Basin River, N.B.....	51 0	9 5	3 7	21	14	15 sc.	John D. Walker, Basin River, N.B.

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92,450	Comet	Toronto	1887	60 0	11 5	5 0	20	14	2 sc	The Rathbun Co., Deseronto, Ont.
*90,523	Comfort	Chatham, Ont	1881	43 0	13 0	3 3	14	12	10 sc	Peter Baechler, Sarnia, Ont.
97,067	Commodore	Halifax	1881	48 2	9 8	5 0	13	8	20 sc	William N. Wickwire, Halifax, N.S.
103,460	Commodore	Ottawa	1885	36 2	8 2	3 0	3	3	6 sc	John Moore, Carleton Place, Ont.
	Commodore	Port Hope	1887	96 0	16 8	5 0	175	110		George Crandell, Lindsay, Ont.
107,487	Commodore	Sault Ste. Marie	1885	59 0	14 5	7 3	40	22	— sc	Joseph Ganley, Sault Ste. Marie, Ont.
122,363	Commodore	Vancouver	1907	119 6	26 1	14 5	318	216	52½ sc	The British Columbia Mills Timber & Trading Co., Vancouver, B.C.
75,699	Commodore Holiwell	Quebec	1878	31 4	9 3	4 2	10	3	10 sc	John S. Thom, Quebec, Que.
116,267	Commodore Jarvis	Toronto	1903	109 0	27 0	6 0	287	97	11 sc	Sand & Dredging, Ltd., Toronto, Ont.
117,015	Commodore McRae	Vancouver	1905	22 7	6 2	3 0	2	2	½ sc	R. Hamilton, Vancouver, B.C.
71,614	Como	Montreal	1875	95 0	17 2	5 2	75	47	16 pa	The La Fariere Lumber Co., Ltd., Montreal, Que.
100,202	Comox	Vancouver	1891	101 0	18 1	5 2	101	60	24 sc	G. T. Legg, Vancouver, B.C.
52,630	Conqueror	Quebec	1865	136 5	20 2	11 6	199	15	120 pa	Frank Ross, Quebec, Que.
90,570	Conqueror	Toronto	1886	60 0	13 8	5 5	25	17	25 sc	Ira Hill, Midland, Ont.
88,540	Constance	Hamilton	1885	18 0	5 0	2 2	1	1	1 sc	Jas. Turnbull, Hamilton, Ont.
94,899	Constance	New Westminster	1880	66 0	14 4	6 9	50	29	22 sc	Alex. Ewen, New Westminster, B.C.
100,412	Constance	Ottawa	1891	115 6	19 6	11 2	185	126	50 sc	The Minister of Customs, Ottawa, Ont.
103,686	Constance	Toronto	1888	82 0	13 6	5 0	52	35	2 sc	Donald M. Grant, Rosseau, Ont.
116,463	Constance	Vancouver	1903	35 8	9 5	3 8	11	8	2 sc	Arthur R. Barrow, Hills Island, B.C.
117,016	Constance	"		50 0	11 0	5 5	23	16	10 sc	T. C. Wasson, Vancouver, B.C.
64,996	Contest	Quebec	1872 1886	132 3	23 0	10 5	274	104	100 pa	Julien Chabot, Lévis, Que.
100,205	Coquitlam	Vancouver	1892	120 0	22 0	9 6	256	166	28 sc	G. T. Legg, Vancouver, B.C.
111,983	Cora	Lindsay	1902	55 3	9 9	4 6	23	16	1 sc	J. B. Bowerman, Port Perry, Ont.
92,445	Cora	Toronto	1887	32 3	7 5	3 2	4	3	1 sc	Oliver B. Sheppard, Toronto, Ont.
116,220	Corinne	Montreal	1903	48 5	12 3	5 0	23	9	4 sc	W. J. Poupore, Montreal, Que.

\* Formerly "Vera."

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*71,609	Cornwall.....	Montreal.....	1874	Kingston, Ont.....	175 3	27 1	9 9	914	576	88 ps..	Richelieu & Ontario Navigation Co., Ltd., Montreal, Que.
108,673	Corona.....	Toronto.....	1896	Toronto, Ont.....	270 3	32 4	12 5	1,274	649	310 ps..	Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corrella.....	Brockville.....	1889	Brockville, Ont.....	30 8	7 2	3 4	4	3	5 sc..	M. Kenville, Brockville, Ont.
107,890	Courier.....	Montreal.....	1900	Montreal, Que.....	36 9	9 3	6 2	12	8	3 sc..	Harbour Commissioners of Montreal, Montreal, Que.
116,775	Coutli.....	Vancouver.....	1904	Vancouver, B. C.....	71 4	18 8	9 8	99	68	28 sc..	Coutli Shipping Co., Ltd., Vancouver, B. C.
121,887	Covenhoven.....	St. John, N. B.....	1906	Southampton, G. B.....	28 6	8 1	4 2	11	6	8 sc..	Sir William Van Horne, Montreal, Que.
116,844	Crawford.....	Owen Sound.....	1905	Warton, Ont.....	86 0	15 9	6 5	50	37	31 sc..	The Crawford Tug Co., Ltd., Warton, Ont.
111,533	Crescent.....	Vancouver.....	1896	Vancouver, B. C.....	28 6	7 7	2 6	3	2	1 sc..	Wesley Newton, Vancouver, B. C.
107,796	Crocket.....	St. John, N. B.....	1894	St. John, N. B.....	36 5	7 3	3 6	5	3	4 sc..	Hon. J. Israel Tarte, Montreal, Que.
75,494	Cruiser.....	Toronto.....	1887	Portsmouth, Ont.....	87 5	14 5	6 5	86	48	20 sc..	John B. Miller, Toronto, Ont.
122,368	Cruiser.....	Vancouver.....	1907	Fir, Wash., U. S. A.....	29 0	9 2	4 3	12	8	14 sc..	Davidson-Ward Co., Ltd., Vancouver, B. C.
78,014	Cruiser.....	Winnipeg.....	1880 1898	Keewatin, Ont.....	39 5	10 0	3 9	27	16	1 sc..	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
75,791	Crusader.....	Ottawa.....	1874	Ottawa, Ont.....	28 6	6 6	3 2	3	2	4 sc..	Robert Neil, Hull, Que.
71,153	Cuba.....	Hamilton.....	1875	Kingston, Ont.....	177 0	28 0	11 5	931	599	200 sc..	Battle Island Transportation Co., Ltd., Montreal, Que.

\* Formerly "Algierian."

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109,412	Cunaxa	St. John, N. B.	1898	Port Glasgow, G.B.	324 5	48 0	22 5	3,125	2,048	294 sc.	Steamship Cunaxa Co., Ltd., Rothesay, N.B.
100,663	Curlw	Belleville	1895	Kingston, Ont.	35 2	7 0	2 9	9	6	5 sc.	H. A. Cartwright, Belleville, Ont.
100,413	Curlw	Ottawa	1892	Owen Sound, Ont.	116 3	19 8	11 3	158	96	50 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
122,178	Curlw	Port Arthur	1896 1903 1907	Ogdensburg, N.Y., U.S.A. " " Port Arthur, Ont.	77 0	16 5	8 0	85	58	10 sc.	J. D. Morrison, Port Arthur, Ont.
100,770	Curlw	Toronto	1891	Toronto, Ont.	29 0	6 6	3 4	3	3	9 sc.	F. H. Gooch, Toronto, Ont.
111,877	Cygnat	Liverpool	1902	Yarmouth, N.S.	37 3	9 9	5 0	11	8	2 sc.	J. A. Neville and W. A. Henson, Liverpool, N.S.
116,698	Cygnat	Kenora	1904	Kenora, Ont.	32 0	9 0	3 0	4	3	1 sc.	George R. Crowe, Winnipeg, Man.
117,019	Cygnat	Vancouver		Vancouver, B.C.	25 8	10 4	3 4	6	4	2 sc.	The Maple Ridge Creamery & Fruit Canning Co., Ltd., Port Hammond, B.C.
112,390	Cygnat	Winnipeg	1902	Selkirk, Man.	50 0	12 0	4 5	18	12	15 sc.	Nelson River Packing Co., Ltd., Selkirk, Man.
103,579	Cynthia	Collingwood	1897	Collingwood, Ont.	60 0	11 6	6 4	35	24	4 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
107,896	Cynthia (The)	Montreal	1900	Racine, Wis., U.S.A.	18 0	4 5	2 0	1	1	1 sc.	F. Adams Briggs, Waterloo, Que.
121,728	Cypress Queen	Vancouver	1905	Actaeon Sound, B.C.	33 0	10 0	4 8	17	11	2 sc.	Charles Thulin, Lund, B.C.
108,907	Czar	Victoria	1897	Victoria, B.C.	101 0	21 5	11 0	152	93	56 sc.	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,028	D. F. Co. 4	Liverpool	1907	Lunenburg, N.S.	22 6	9 8	4 5	7	6	1 sc.	John F. Seldon, Liverpool, N.S., and William H. Duggett, Whitepoint, N.S., J.O.
116,482	D. A. Gordon	Wallaceburg	1902	Wallaceburg, Ont.	115 3	23 2	7 0	148	94	32 sc.	John Lee, Wallaceburg, Ont.
103,887	D. B. Mulligan	Ottawa	1897	Pembroke, Ont.	81 3	22 7	5 6	77	46	50 sc.	John Ryan, et al., Pembroke, Ont.
72,575	D. C. West	Kingston	1874	Clayton, N.Y., U.S.A.	80 4	13 8	5 0	60	32	30 sc.	J. Fleming, Toronto, Ont.
83,298	D. D. Calvin	"	1883	Garden Island, Ont.	166 0	32 0	15 1	750	483	300 sc.	The Calvin Co., Ltd., Garden Island, Ont.
122,283	D. D. Mann	Shelburne	1907	Shelburne, N.S.	73 0	21 6	4 3	130	89	13 sc.	The Town of Lockport, Lockport, N.S.
78,007	D. L. Mather	Winnipeg	1882	Keewatin, Ont.	92 0	19 0	8 0	103	70	150 sc.	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
71,134	D. P. Dey	Kingston	1866	Buffalo, N.Y., U.S.A.	35 1	11 0	4 1	11	6	6 sc.	Lyon Cohen, Montreal, Que.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
71,104	D. R. Van Allen.	Toronto	1874	Chatham, Ont.	138 0	26 0	10 0	318	216	87 sc	Peter Payette, Penetanguishene, Ont.
116,543	D. S. Walker.	Montreal	1908	Farran's Point, Ont.	68 4	14 8	7 8	56	22	40 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
90,580	D. W. Crow.	Chatham	1902	Chatham, Ont.	63 0	13 0	6 0	31	18	64 sc	H. E. Crow, Chatham, Ont.
116,351	D. McLeod.	Goderich	1903	Goderich, Ont.	69 3	15 0	6 5	36	25	11 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
97,119	D'Alton McCarthy	Collingwood	1883	Collingwood, Ont.	66 0	14 0	6 4	54	37	3 sc	Wm. G. Goodchild, Tp. of Malden, Ont.
*107,682	Daek	Prescott	1888	Clayton, N.Y., U.S.A.	46 5	9 3	3 3	18	12	5 sc	Wm. and W. G. Black, Belleville, Ont.
112,223	Dahinda.	St. John, N.B.	1902	St. Joseph, Mich., U.S.A.	25 5	6 0	2 3	2	1	44 sc	R. S. FitzRandolph, Fredericton, N.B.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	30 2	6 2	2 0	2	1	3 sc	Claude McLachlin, Arnprior, Ont.
100,687	Daisy	"		Alexandria Bay, N.Y., U.S.A.	39 0	6 1	3 1	2	2	5 sc	G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1883	Quebec, Que.	41 6	11 0	4 5	15	10	12 sc	Minister of Public Works, Ottawa, Ont.
112,245	Daisy	Vancouver	1902	Vancouver, B.C.	35 8	9 8	4 2	13	9	8 sc	W. R. Jones and S. Pallen, J.O., Vancouver, B.C.
88,375	Daisy	Victoria	1885	Conox, B.C.	71 0	14 4	5 6	60	41	11 sc	Victoria Lumber & Manufacturing Co. Ltd., Victoria, B.C.
111,457	Daisy	Winnipeg	1901	Selkirk, Man.	57 5	12 0	6 0	27	8	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
103,658	Daisy Moore.	"	1884 1900	Ohio, U.S.A. Kenora, Ont.	57 0	12 0	5 2	33	21	3 sc	Thomas Robinson, Kenora, Ont.

\* Formerly "Dean."

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94,881	Dana	Quebec	1889	Sorel, Que.	91 8	13 2	4 4	55	37	45 sc	A. N. Mercer, Les Escoumains, Que.
116,806	Dandy	Sorel	1906	Hull, Que.	72 0	17 0	8 0	77	36	19 sc	J. Lariviere, Ste. Anne de Bellevue, Que.
116,726	Daniel	St. John, N.B.	1904	St. John, N.B.	50 8	12 9	5 8	29	20	12 sc	A. Tapley, M.O., St. John, N.B.
117,058	Dannie Goodwin	Canso	1907	Dartmouth, N.S.	48 8	14 9	6 0	21	21	— sc	Fish Limited, Canso, N.S.
122,028	Daphne	Liverpool		—, U.S.A.	44 0	10 4	4 6	11	7	5 sc	Vincent J. Paton, and Fred. W. Clark, Bridgewater, N.S.
122,364	Daphne	Vancouver	1906	Lund, B.C.	26 0	7 3	2 9	9	6	1 sc	William R. Arnson, Lund, B.C.
122,375	Daring	"	1907	Vancouver, B.C.	72 0	17 8	8 0	81	55	16 sc	William W. White, Vancouver, B.C.
116,948	Dart	Kenora	1904	Kenora, Ont.	21 0	6 0	2 3	2	1	4 sc	The Scott Hudson Building Co., Ltd., Kenora, Ont.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	136 0	24 4	10 7	311	196	75 pa	The Dartmouth Ferry Commission, Dartmouth, N.S.
111,599	Dauntless	New Westminster	1901	New Westminster, B.C.	92 0	20 5	9 5	128	89	27 sc	Westminster Towing & Fishing Co., Ltd., New Westminster, B.C.
121,452	Dauntless	Port Stanley	1906	Port Bruce, Ont.	47 6	11 9	6 0	23	16	3 sc	Ervin and Edwin Snale, J.O., Port Bruce, Ont.
90,579	Dauntless	Toronto	1894	Gravenhurst, Ont.	44 6	8 0	4 5	8	5	1 sc	S. C. Macdonald, Dunnville, Ont.
122,361	Dauntless	Vancouver	1902	Bellingham, Wash., U.S.A.	53 1	7 3	3 5	10	7	3 sc	James S. Emerson, Vancouver, B.C.
85,306	David G. Thomson	Montreal	1888	Kingston, Ont.	108 3	17 3	9 8	182	75	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
116,368	David Marwick	Goderich	1906	Tobermory, Ont.	60 0	13 8	6 2	30	20	13 sc	Wm. Leslie, A. Leslie and Geo. Belrose, Tobermory, Ont.
112,168	David Ritchie	Chatham, N.B.	1903	Chatham, N.B.	61 0	14 0	5 1	25	16	14 sc	Allan Ritchie, Newcastle, N.B.
90,820	Dawn	Port Hope	1888	Lakefield, Ont.	48 0	10 4	6 5	20	16	10 sc	S. Purser, Hall's Bridge, Ont.
121,833	Dawn	St. John, N.B.	1902	St. John, N.B.	26 0	7 0	3 0	5	3	14 sc	Simeon Wellington Conrad, St. Croix, N.B.
112,174	Dawn	Toronto	1900	Toronto, Ont.	27 0	6 5	2 0	3	2	1 sc	Jos. Cooper, Bracebridge, Ont.
116,446	Dawson	Shelburne	1903	Shelburne, N.S.	58 0	13 4	5 7	37	17	12 sc	Freeman Payzant, Lockport, N.S.
107,836	Dawson	Victoria	1901	White Horse, Y.T.	167 0	34 0	4 5	779	491	19 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,696	Day Star	Kenora	1908	Kenora, Ont.	34 0	8 5	4 0	13	9	4 sc	Foreign Mission Committee of the Presbyterian Church, Kenora, Ont.
107,494	De St. Juste	Quebec	1893	St. Laurent, Isle of Orleans, Que.	37 5	7 7	3 3	5	4	8 sc	Jean Baptiste E. Letellier, Quebec, Que.
111,597	Defender	New Westminster	1901	Langley, B.C.	85 0	16 5	4 0	216	137	13 pa	Harrison River Mills, Timber & Trading Co., Ltd., Harrison, B.C.
116,744	Defiance	Halifax	1904	Shelburne, N.S.	64 7	13 7	6 5	38	26	134 sc	Frank Roberts, Halifax, N.S.

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107,717	Defiance.....	Vancouver.....	1897	Tacoma, Wash., U.S.A.	62 0	16 0	5 1	90	61	5 sc ..	John A. Cates, Vancouver, B.C.
96,856	Delila.....	Sarnia.....	1896	Port Huron, Michigan, U.S.A.	32 0	6 2	3 4	4	3	2 sc ..	Jos. David, Carmanah, Ont.
61,134	Delisle.....	Montreal ..	1869	Buffalo, N.Y., U.S.A.	62 4	14 8	7 4	46	17	50 sc ..	Minister of Public Works, Ottawa, Ont.
117,004	Delphia.....	Vancouver ..	1902	Tacoma, Wash., U.S.A.	16 0	5 2	1 7	1	.....	4 sc ..	Hugh P. Smith, Vancouver, B.C.
90,618	Delta.....	Moncton ..	1889 1896	Hillsboro, N.B.....	34 5	12 8	4 8	20	12	15 sc ..	Edward Kinnie, Albert, N.B.
100,644	Delta.....	Vancouver ..	1889	Victoria, B.C.....	47 5	9 5	4 4	15	10	6 sc ..	James S. Emerson, Vancouver, B.C.
*90,806	Delta.....	Victoria ..	1886	Ladner's Landing, B.C.	54 0	14 0	4 3	25	17	1 sc ..	Jos. Quadros, Victoria, B.C.
121,669	Denise.....	Quebec.....	1905	Portneuf, Que.....	55 8	14 8	6 4	38	26	6 sc ..	Joseph Alphonse Lemay, Portneuf, Que.
103,310	Denver.....	Vancouver ..	1886	New Westminster, B.C.	36 0	8 5	3 8	9	6	2 sc ..	Canadian Pacific Ry. Co., Montreal, Que.
78,042	Derby.....	Chatham, N.B.	1878	Chatham, N.B.....	50 5	7 7	3 1	12	9	14 pa ..	J. C. Miller, Derby, N.B.
103,889	Derby.....	Ottawa.....	1897	Ottawa, Ont.....	35 8	9 1	3 0	3	3	4 sc ..	Basil Tessier, Pembroke, Ont.
107,423	Derry Carne.....	Brockville ..	1900	Racine, Wis., U.S.A.	15 5	4 5	2 8	3	2	1 sc ..	W. D. Morris, Ottawa, Ont.
71,160	Despatch.....	Goderich.....	1878	Buffalo, N.Y., U.S.A.	71 5	15 3	5 6	33	22	25 sc ..	W. J. Pulling, Windsor, Ont.
96,866	Despatch.....	New Westminster..	1888	Revelstoke, B.C.....	54 0	10 8	4 5	37	23	2 pa ..	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.

\* Formerly a sailing vessel.



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103,297	Despatch	New Westminster	1889	Seattle, Wash., U.S.A.	33 6	9 0	2 9	7	5	1 sc	The Alberta & B.C. Exploration Co., Ltd., London, Eng.
112,302	Despatch	Winnipeg	1904	Selkirk, Man.	42 6	9 6	4 0	14	10	1 sc	The Dominion Fish Co., Ltd., Selkirk, Man.
92,729	Devenish	Toronto	1886	Toronto, Ont.	32 8	6 3	3 3	3	2	6 sc	W. Pecker, Wood Township, Simcoe Co., Ont.
100,695	Diamond	Sydney	1894	Pictou, N.S.	43 3	12 4	5 6	23	15	10 sc	Fred. W. Roberts, Parrsboro, N.S.
100,594	Diane	Montreal	1891	Sorel, Que.	65 3	10 0	4 8	23	16	10 sc	H. Beauchemin, Sorel, Que.
122,254	Dick	Quebec	1906	Montmagny, Que.	71 4	16 0	4 4	42	27	8 pa	Price Bros. & Co., Ltd., Quebec, Que.
103,980	Dickson	Peterborough	1890	Simcoe, Ont.	28 6	10 0	3 3	16	10	20 pa	The Dickson Co., Peterborough, Ont
64,645	Dirigo	St. John, N.B.	1872	Carleton, N.B.	66 2	17 5	9 1	70	48	35 sc	G. S. Mayes, St. John, N.B.
59,906	Diver	Quebec	1869	St. Thomas, Que.	72 5	23 5	8 4	86	59	22 sc	Pierre Bégin, Quebec, Que.
122,517	Dola	Vancouver	1907	Vancouver, B.C.	96 3	21 8	10 9	176	120	39 sc	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
100,664	Dolce	Kingston	1894	Gananoque, Ont.	42 3	7 4	2 9	5	3	8 sc	J. W. Church, Gananoque, Ont.
107,219	Dolly	Winnipeg	1900	Winnipeg, Man.	24 0	7 0	3 0	3	1	8 sc	A. J. McPherson, Dauphin, Man.
111,928	Dolly Gray	Toronto	1900	Dorset, Ont.	35 5	7 0	2 8	5	3	1 sc	William Howard, Raysville, Ont.
116,304	Dolphin	Charlottetown	1904	Charlottetown, P.E.I.	34 3	9 4	3 9	7	7	1 sc	E. S. Kerry, Charlottetown, P.E.I.
90,714	Dolphin	Halifax	1886	Dartmouth, N.S.	39 6	12 0	4 5	13	9	12 sc	The Maritime Clay Works, Ltd., Pugwash, N.S.
190,710	Dolphin	Montreal	1887	Port Dalhousie, Ont.	37 0	6 1	3 0	6	5	6 sc	John T. Nicholson, Montreal, Que.
80,680	Dolphin	Ottawa	1881	Montreal, Que.	74 4	18 5	8 1	70	37	32 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,586	Dolphin	Owen Sound			49 0	12 5	5 1	24	17	33 sc	Jas. Playfair and D. L. White, Jr., Midland, Ont., J.O.
92,441	Dolphin	Toronto	1871	E. Cowes, I. of W., Eng.	50 0	10 0	4 3	13	9	4 sc	The Savaugh Lumber Co., Ltd., Penetanguishene, Ont.
122,349	Dolphin	"	1906	Toronto, Ont.	24 0	4 8	2 7	2	1	1 sc	George M. Henry, Gregory, Muskoka.
111,932	Dolphin	Vancouver	1902	Lund, B.C.	47 4	11 0	5 8	20	14	9 sc	F. G. Thurlin, Lund, B.C.
103,068	Dolphin	Yarmouth	1886	Yarmouth, N.S.	34 0	9 6	4 0	8	3	5 sc	James S. Gray, Yarmouth, N.S.
111,922	Dolphin E.	Toronto	1901	Bayonne City, N. J., U.S.A.	36 0	6 8	2 2	6	4	— sc	Miss Minnie McVicar, Paris, Ont.
83,419	Dominion	Port Hope	1884	Lindsay, Ont.	79 0	14 0	4 5	46	29	40 pa	Francis Burke, Lindsay, Ont.
90,707	Dominion	Windsor, Ont.	1868	St. Catharines, Ont.	135 0	25 8	11 4	478	304	26 sc	Mrs. Henrietta Peck, Windsor, Ont.

+ Formerly "City of Stratford."

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116,414	Dominion .....	Victoria .....	1904 .....	Victoria, B.C. ....	57 5	11 8	4 4	18	10	6 sc. . .	J. J. Goodwin, Victoria, B.C.
107,108	Don .....	" .....	1898 .....	" .....	27 8	7 8	3 5	4	3	1 sc. . .	John T. Braden, Victoria, B.C.
111,788	Don .....	Victoria .....	1902 .....	Victoria, B.C. ....	28 0	8 0	3 8	4	3	2 sc. . .	John Braden, Victoria, B.C.
111,963	Donald .....	Pictou, Ont. ....	1907 .....	Napanee, Ont. ....	38 0	8 7	3 2	10	7	½ sc. . .	John Thompson, South Bay, Ont.
*94,988	Donnelly .....	Toronto .....	1863 .....	Montreal, Que. ....	142 0	24 7	3 8	319	90	43 ps. .	The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
103,154	Donney .....	Vancouver .....	1895 .....	Vancouver, B.C. ....	38 6	10 2	4 5	15	10	2 sc. . .	The Hartly Bay Lumber Trading & Fishing Co., Ltd., Vancouver, B.C.
96,710	Dora .....	Ottawa .....	1889 .....	Opequian Lake, Que. ....	61 6	13 0	5 5	48	44	30 sc. .	The Minister of Public Works, Ottawa, Ont.
111,764	Dorcas .....	Brockville .....	1897 .....	Kingston, Ont. ....	31 2	5 6	3 0	3	2	½ sc. . .	Dr. W. F. Jackson, Brockville, Ont.
+116,263	Doric .....	Toronto .....	1903 .....	Toronto, Ont. ....	260 0	43 2	25 2	2,359	1,452	106 sc. .	The Northern Navigation Co. of Ontario, Ltd., Toronto, Ont.
111,562	Dorothe .....	Toronto .....	1900 .....	Penetanguishene, Ont. . .	33 0	8 4	3 3	8	6	1 sc. . .	W. F. Thomson, Rose Point, Ont.
117,110	Dorothy .....	Ottawa .....	1903 .....	Cache Bay, Ont. ....	48 0	9 0	3 0	12	8	6 sc. . .	R. Booth, R. W. Gordon and G. Gordon, Penetanguishene, Ont., J.O.
122,016	Dorothy .....	" .....	1906 .....	North Bay, Ont. ....	35 6	10 2	3 6	5	3	¾ sc. . .	John M. and Herbert Wallace, Cobalt, Ont.
122,370	Dorothy .....	Vancouver .....	1907 .....	Vancouver, B.C. ....	31 8	8 6	4 1	10	7	3 sc. . .	Duncan Bell-Irving, Vancouver, B.C.
111,980	Dorothy .....	Vancouver .....	1902 .....	Vancouver, B.C. ....	42 5	10 2	4 8	20	13	9 sc. . .	W. H. Armstrong, Vancouver, B.C.

\* Formerly "Eurydice" and "Hastings." + Formerly "Tadoussac."

## SESSIONAL PAPER No. 21b

116,878	Dorothy J.	St. Catharines	1907	Dunnville, Ont.	34 0	10 0	4 5	10	7	3 sc	John F. Crawford and Saunders Hoo- ver, Tp. Dunn, Haldimand, Ont.
122,497	Dorothy N.	Chatham, N.B.	1907	Newcastle, N.B.	69 0	17 8	5 3	46	29	12 sc	Finlay R. McD. Russell, Vancouver, B.C.
*100,397	Dorthea	Brockville	1894	Hamilton, Ont.	71 0	12 6	4 8	51	35	26 sc	Geo. T. Fulford, Brockville, Ont.
88,292	Dot	Quebec	1884	Quebec, Que.	33 8	9 5	4 0	10	7	5 sc	D. Champoux, D'Isceli, Wolfe Co., Que.
103,212	Dottie	Ottawa	1888	Carleton Place, Ont.	25 4	5 2	2 1	1	1	3 sc	Mrs. Jeanne F. Ferguson, North Bay, Ont.
32,733	Douglas	Toronto	1888	Midland, Ont.	30 4	7 9	4 2	5	4	6 sc	The Georgian Bay Consolidated Lum- ber Co., Ltd., Waukegan, Ont.
+ 93,030	Douglas	Victoria	1881	Renfrew, G.B.	214 0	25 0	14 7	741	459	160 sc	John J. Alexander, Mazatlan, Mexico.
101,291	Douglas H. Thomas	Sydney	1892	Maryland, U.S.A.	116 5	21 0	13 0	212	98	57 sc	The Dominion Coal Co., Ltd., Mon- treal, Que.
88,235	Dream	Ottawa	1896	Kingston, Ont.	50 6	10 3	4 2	12	9	10 sc	The Minister of Customs, Ottawa, Ont.
116,219	Dream	Quebec	1903	Grandes Piles, Que.	56 5	10 8	3 8	27	19	2 sc	W. S. Coté, Grandes Piles, Que.
92,356	Dream	St. John, N.B.	1881	Newark, N.J., U.S.A.	63 9	14 1	5 0	45	30	12 sc	W. H. Thorne, St. John, N.B.
100,209	Drone	Vancouver	1892	Vancouver, B.C.	40 0	16 0	3 5	29	18	10 ps	William Braid, Vancouver, B.C.
112,393	Druid	Ottawa	1902	Paisley, G.B.	160 0	30 1	12 5	503	149	59 sc	Minister of Marine and Fisheries, Ottawa, Ont.
116,981	Dryden Bell	Kenora	1903	Dryden, Ont.	35 0	10 0	3 5	15	10	1½ sc	W. Keith and J. M. Stockleton, J.O., Dryden, Ont.
103,342	Duchess of York	Montreal	1895	Montreal, Que.	156 8	25 3	9 4	490	262	39 ps	Ottawa River Navigation Co., Mon- treal, Que.
116,886	Dufferin	Halifax	1905	Shelburne, N.S.	108 0	25 0	8 6	211	99	42 sc	Wm. A. Murdoch, M.O., Sherbrooke, N.S.
111,442	Dundaff	Ottawa	1899	Hull, Que.	30 5	6 9	3 6	2	1	4 sc	P. Waters, Hull, Que.
+113,207	Dundurn	Hamilton	1882	Detroit, Mich., U.S.A.	130 0	30 2	12 2	1,120	600	61 sc	Hamilton & Montreal Navigation Co., Ltd., Hamilton, Ont.
83,065	E. B. Eddy	Quebec	1881	Hull, Que.	98 0	20 7	8 0	78	38	15 sc	La Compagnie de Pulpe de Chicou- tini Ltée, Chicoutimi, Que.
96,706	E. G. Laverdure	Ottawa	1889	Ottawa, Ont.	66 6	13 7	5 0	54	49	22 sc	E. A. D. Morgan, Montreal, Que.
103,445	E. H. Bronson	"	1895	Pembroke, Ont.	140 7	43 7	7 7	285	180	70 ps	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,883	E. Ross	St. John, N.B.	1894	St. John, N.B.	41 9	15 3	5 1	30	20	7 sc	J. Leonard, St. John, N.B.
92,304	Eagle	Collingwood	1887	Collingwood, Ont.	44 0	9 0	4 6	12	9	3 sc	C. R. Morrison, M.O., Sarnia, Ont.

\* Formerly "Lizzie." † Foreign name "Pere Marquette II."

\* Formerly "Lizzie." † Formerly "Horsa."

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. — Tonnage brut.	Registered Tonnage. — Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. — Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire géant et adresse.
116,986	Eagle	Kenora	1906	Kenora, Ont.	32 0	9 6	4 0	12	8	8	Dominion Fish Co., Ltd., Winnipeg, Man.
80,778	Eagle	Sarnia	1875	Buffalo, N.Y., U.S.A.	43 8	12 3	5 0	14	9	25	A. Miller, Port Elgin, Ont.
107,694	Eagle	Toronto	1898	Port Severn, Ont.	34 5	8 3	3 5	10	7	9	James Moreau, Port Severn, Ont.
111,549	Eagle	Vancouver	1901	Vancouver, B.C.	48 5	14 5	6 0	35	24	11	The Gulf Lumber Co., Ltd., Vancouver, B.C.
111,454	Eagle	Winnipeg	1900	Sejkirk, Man.	32 0	10 5	3 6	7	6	8	Nelson River Packing Co., Ltd., Sejkirk, Man.
94,906	Earl	New Westminster	1880	Vancouver, B.C.	72 0	16 0	7 0	75	50	21	Minister of Agriculture, Ottawa, Ont.
122,334	Eau Claire	Vancouver	1906	North Vancouver, B.C.	32 0	8 7	3 0	5	4	1	Gifford R. Thomson, Vancouver, B.C.
111,587	Echo	Peterborough	1901	Peterborough, Ont.	27 0	6 7	3 0	5	3	4	John S. M. Alexander, Peterborough, Ont.
122,536	Echo	Vancouver	1902	Anacortes, Wash., U.S.A.	31 5	9 3	3 6	12	8	1	John West, Nelson Island, B.C.
80,666	Ed. Arpin	Montreal	1879	St. John's, Que.	38 0	8 2	3 5	6	4	5	Ed. Arpin, St. John's Que.
116,263	Eddie B.	Toronto	1902	Victoria Harbour, Ont.	23 5	10 0	2 9	9	6	1	David Baker, Midland, Ont.
96,815	Edgar P. Sawyer	Sault Ste. Marie	1886	Buffalo, N.Y., U.S.A.	49 0	13 8	5 0	52	41	—	W. J. McMenemy, Bruce Mines, Ont.
103,983	Edith	Chatham, N.B.	1897	Chatham, N.B.	56 0	12 3	5 9	22	15	12	The Miramichi Pulp & Paper Co., Ltd., Chatham, N.B.
85,515	Edith	Toronto	1883	Toronto, Ont.	22 0	5 4	2 2	2	1	1	J. P. Clark, Toronto, Ont.

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122,531	Edith	Vancouver	1907	Vancouver, B.C.	56 9	14 6	6 8	47	32	13 sc.	Bernhard M. Jorgenson, M.O., Vancouver, B.C.
103,901	Edith	Victoria	1897	Victoria, B.C.	67 0	14 0	5 5	42	26	9 sc.	The B.C. Canning Co., Ltd., London, Eng.
116,541	Edith Ann.	Kingston	1903	Kingston, Ont.	43 4	8 9	3 9	11	7	5 sc.	John Davis, Kingston, Ont.
121,908	Edith C.	Barrington	1906	Clark's Harbour N.S.	39 0	13 4	6 3	16	15	4 sc.	Eugene Wilcox, Grand Manan, N.B.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont.	56 4	12 1	6 8	39	23	40 sc.	B. Tett, Bedford Mills, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont.	36 6	9 3	3 9	12	8	6 sc.	Thomas H. Lawry, Hamilton, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont.	31 0	10 0	3 0	9	7	— sc.	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont.	64 0	11 5	5 7	55	30	3 sc.	Mrs. Carrie E. Pratt, Parry Sound, Ont.
117,009	Edna	Vancouver	1906	Vancouver, B.C.	38 3	11 0	5 2	18	12	5 sc.	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
111,789	Edna Grace	Victoria	1903	Victoria, B.C.	58 0	14 5	6 7	42	22	8 sc.	A. G. McGregor, et al., Victoria, B.C.
107,136	Edna Ivan	Goderich	1900	Goderich, Ont.	79 2	16 0	7 2	54	36	21 sc.	James Purvis, Gore Bay, Ont.
116,873	Edna K.	St. Catharines	1903	Youngstown, N. Y., U.S.A.	48 0	12 3	4 5	22	15	2 sc.	Roy Grabell, Port Colborne, Ont.
100,321	Edna R.	Yarmouth	1892	Yarmouth, N.S.	67 0	15 6	5 6	50	24	40 sc.	The Mud Island Lobster Co., Ltd., Yarmouth, N.S.
112,249	Edna W.	Vancouver	1903	Vancouver, B.C.	40 0	9 1	4 9	15	10	— sc.	Packers' Steamship Co., Ltd., Vancouver, B.C.
85,426	Edward Blake	St. Catharines	1884	Welland, Ont.	48 7	12 2	4 9	22	15	12 sc.	William Birmingham, Ottawa, Ont.
116,389	Edward Fisk	Port Arthur	1883	Buffalo, N.Y., U.S.A.	66 0	16 0	9 0	69	47	10 sc.	Canadian Towing & Wrecking Co. Ltd., Port Arthur, Ont.
103,213	Eileen	Ottawa	1893	Moose Creek, Ont.	41 8	9 8	3 2	11	9	15 sc.	Mrs. Stella Ann Kelly, Montreal, Que.
111,156	Elaine	St. John, N.B.	1888	..	112 7	23 8	7 8	272	156	31 sc.	L. A. Curry, et al., J.O., St. John, N.B.
32,462	Eldon	Pictou, N.S.	1887	Pinette, P.E.I.	49 3	15 9	5 7	38	21	20 sc.	W. H. Paint, Port Hawkesbury, N.S.
97,017	Eleanor	St. Catharines	1895	Port Maitland, Ont.	56 0	12 0	5 8	26	13	12 sc.	Frank Ross, Port Maitland, Ont.
117,080	Eleanor	Toronto	1905	Parry Sound, Ont.	71 0	14 1	6 6	84	57	13 sc.	Mrs. Carrie E. Pratt, Parry Sound, Ont.
69,144	Eleanor M. Cates	Sydney	1869	Wilmington, Del., U.S.A.	73 0	16 5	7	59	46	23 sc.	R. H. Cann, Louisburg, N.S.
90,878	Electra	Charlottetown	1887	Arcadia, N.S.	85 9	16 9	8 2	107	78	25 sc.	Three Rivers Steamship Co., Georgetown and Montague, P.E.I.
121,712	Electra	Vancouver	1905	Vancouver, B.C.	36 6	7 4	3 5	12	8	8 sc.	R. H. Sperling, M.O., Vancouver, B.C.
100,877	Electric	St. John, N.B.	1889	St. John, N.B.	34 0	6 8	3 0	4	3	2 sc.	Frank B. Carvell, Woodstock, N.B.

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92,449	Electric	Toronto	1887	Toronto, Ont.	69 9	12 4	7 2	49	29	1 sc.	John J. Wright, Toronto, Ont.
116,752	Elgin L. Lewis	Toronto	1904	Orillia, Ont.	70 0	12 3	5 0	50	30	6 sc.	The Trader's Bank of Canada, Toronto, Ont.
96,880	Elite	Goderich	1894	Goderich, Ont.	60 6	11 8	4 8	22	16	24 sc.	Seth Chapman, Gore Bay, Ont.
116,388	Eliza Williams	Port Arthur	1872	Buffalo, N.Y., U.S.A.	62 0	14 0	7 5	50	34	10 sc.	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
111,994	Elk	Vancouver	1902	Vancouver, B.C.	26 2	6 4	3 1	3	2	1 sc.	Wm. Rae, et al., Vancouver, B.C.
122,153	Elk	"			30 8	7 7	3 6	11	8	2 sc.	Dominic Burns, Vancouver, B.C.
107,843	Elia	Port Rowan	1898	St. Williams, Ont.	49 2	12 0	4 5	15	10	13 sc.	J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
111,492	Elia	Quebec	1900	Quebec, Que.	22 2	5 1	2 5	2	1	2 sc.	Pierre A. Guay, Chicoutimi, Que.
116,871	Elia H.	St. Catharines	1884	Buffalo, N.Y., U.S.A.	50 9	11 1	5 2	18	13	3 sc.	Wm. P. Dixon, Niagara Falls, N.Y., U.S.A.
*77,589	Elia Ross	Deseronto	1879	Montreal, Que.	99 2	27 8	6 4	228	125	85 pa.	The Rathbun Co., Deseronto, Ont.
78,038	Elia Taylor	Chatham, Ont.	1883	Chatham, Ont.	60 0	14 0	6 0	34	23	70 sc.	R. Leeson, Merriton, Ont.
126,245	Elia and Jennie	St. Andrews	1907	Shelburne, N.S.	50 5	16 6	7 0	29	25	2 sc.	Irvin Ingalls and William J. Ingalls, Grand Manan, N.B.
121,969	Ellwood	Victoria	1907	Victoria, B.C.	25 6	8 0	3 0	7	5	1 sc.	Frederick L. Smith and John H. Smith, Victoria, B.C.
122,505	Elia May	Vancouver	1907	Vancouver, B.C.	32 0	10 6	4 5	12	8	1 sc.	Curtis A. Davidson, Vancouver, B.C.

\* Formerly "Gipsy."

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116,006	Elsie.....	1904	Montreal.....	Georgeville, Que.....	37	4	9	0	3	3	7	5	4	sc	N. A. Beesh, Georgeville, Que.
92,689	Elsie.....	1892	Pictou, N.S.....	New Glasgow, N.S.....	56	1	10	3	5	6	22	15	12	sc	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.
122,071	Elsie.....	1906	Toronto.....	Trenton, Ont.....	69	0	16	3	5	4	48	33	10	sc	Mrs. Margaret A. Clark, Toronto, Ont.
117,012	Elsie.....	1905	Vancouver.....	Vancouver, B.C.....	40	0	11	6	4	8	16	11	1	sc	J. W. Hackett, Vancouver, B.C.
96,897	Elsie Ross.....	1889	Ottawa.....	Carleton Place, Ont.....	34	6	7	5	3	0	10	8	18	sc	David Gillies, Carleton, Place, Ont.
Elwood.....	1895	Kingston.....	Bedford Mills, Ont.....	49	1	11	8	5	9	39	17	.....	Neal Macdonald, Montreal, Que.		
121,716	Emilie.....	1900	Vancouver.....	San Francisco, Cal., U.S.A.	25	0	6	7	2	5	6	4	3	sc	Horse E. Sims, Vancouver, B.C.
1112,270	Emerald.....	1903	Montreal.....	Cornwall, Ont.....	140	0	21	7	6	8	385	195	30	pa	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
116,592	Emerson.....	1903	Montreal.....	Collingwood, Ont. ....	108	0	23	0	14	0	276	188	94	sc	Montreal Transportation Co., Ltd., Montreal, Que.
96,900	Emile.....	1892	Ottawa.....	Ottawa, Ont.....	50	0	13	0	5	2	12	8	20	sc	Elie Dufresne, Three Rivers, Que.
117,083	Emily May.....	1906	Collingwood.....	Collingwood, Ont. ....	59	0	14	0	6	0	30	20	9	sc	Malcolm McInnes, Meaford, Ont.
100,402	Emma.....	1894	Hamilton.....	Hamilton, Ont.....	34	6	6	8	4	6	6	4	6	sc	R. S. Watts, Hamilton, Ont.
107,260	Emma.....	1898	New Westminster.....	Lake Bennett, B.C.....	54	0	16	0	3	0	82	52	3	pa	Wm. J. Reut, Lake Bennett, B.C.
111,444	Emma.....	1897	Ottawa.....	Ottawa, Ont.....	28	0	7	2	2	4	2	1	3	sc	W. O. Spearman, Ottawa, Ont.
100,946	Emma.....	{ 1894 1901	{ Toronto.....	{ Collingwood, Ont..... Perry Sound, " .... }	89	3	18	0	6	6	146	94	2	sc	Mrs. Carrie E. Pratt, Perry Sound, Ont.
100,430	Emma C.....	1890	Ottawa.....	Ottawa, Ont.....	24	4	5	1	2	5	1	1	3	sc	L. J. Coursolles, Ottawa, Ont.
107,256	Emma Nott.....	1898	New Westminster.....	Lake Bennett, B.C.....	56	0	16	0	3	5	73	46	7	pa	Arthur C. Simonds, Dawson, Y.T.
103,163	Emeline.....	1896	Vancouver.....	Vancouver, B.C.....	29	4	7	9	3	4	5	4	2	sc	Thos. D. Cyrs and Will Frame, Vancouver, B.C.
116,309	Empress.....	1906	Charlottetown.....	Newcastle-on-Tyne, G.B.	235	0	34	2	20	0	1,942	612	365	sc	The Charlottetown Steam Navigation Co., Ltd., Charlottetown, P.E.I.
73,086	Empress.....	{ 1873 1886	{ Montreal.....	{ Ottawa, Ont..... Montreal, Que..... }	185	3	27	6	8	1	678	372	162	pa	Ottawa River Navigation Co., Montreal, Que.
100,422	Empress.....	1891	Ottawa.....	Sturgeon Falls, Ont.....	63	0	14	3	5	6	36	28	40	sc	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
107,815	Empress.....	1899	Peterborough.....	Lakefield, Ont.....	93	0	15	8	5	4	84	57	—	sc	Trent Valley Navigation Co., Bobcaygeon, Ont.
100,679	Empress.....	1894	Vancouver.....	Vancouver, B.C.....	33	8	7	9	3	6	3	2	1	sc	George Cassidy, Vancouver, B.C.
107,448	Empress.....	1897	Vancouver.....	Hong-Kong, China.....	27	6	7	6	3	6	7	5	23	sc	O. P. Marshall, Vancouver, B.C.

\* Formerly "Garnet." † Formerly "Peerless."

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78,009	Empress .....	Winnipeg .....	1883	Kenora, Ont. ....	95 4	20 0	7 0	129	73	150 sc ..	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
100,766	Empress Victoria .....	Toronto .....	1894	Huntsville, Ont. ....	76 0	17 0	6 0	106	72	5 sc ..	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
100,022	Emulator .....	" .....	1890	Magnetawan, Ont. ....	49 7	10 2	4 6	25	17	2 sc ..	A. Walton, Magnetawan, Ont.
121,748	Ena .....	Vancouver .....	1906	Vancouver, B.C. ....	22 6	6 4	2 7	2	2	½ sc ..	William H. R. Collister, Vancouver, B.C.
85,704	Energy .....	Wallaceburg .....	1883	Wallaceburg, Ont. ....	81 0	20 0	6 5	116	70	40 sc ..	J. Hackett, Amherstburg, Ont.
121,829	Eno .....	Montreal .....	1906	St. Henry, Que. ....	32 5	8 3	5 8	7	5	2 sc ..	Charles O. Clark, Montreal, Que.
122,460	Enterprise .....	Charlottetown .....	1907	Shelburne, N.S. ....	108 0	25 0	8 6	211	98	42 sc ..	The Three Rivers Steamship Co., Ltd., Georgetown and Montserrat, P.E.I.
116,271	Enterprise .....	Halifax .....	1903	Ship Harbour, N.S. ....	58 2	12 3	6 6	24	14	27 sc ..	Frank Roberts, Halifax, N.S.
103,240	Enterprise .....	Montreal .....	1893	Beauharnois, Que. ....	49 9	11 5	4 4	13	9	2 sc ..	W. J. Poupore, Ottawa, Ont.
94,714	Enterprise .....	Port Stanley .....	1892	Port Bruce, Ont. ....	58 0	12 0	5 5	18	13	3 sc ..	Levi Young, Port Bruce, Ont.
103,160	Enterprise .....	Vancouver .....	1896	Vancouver, B.C. ....	34 0	9 3	4 7	12	8	2 sc ..	Geo. H. Deighton, Vancouver, B.C.
116,926	Enterprise .....	Victoria .....	1905	Pilot Bay, B.C. ....	47 0	10 0	5 0	20	14	2 sc ..	F. Cogle, Pilot Bay, B.C.
100,023	Equal Rights .....	Toronto .....	1890	Penetanguishene, Ont. ....	36 0	9 3	3 8	6	4	1 sc ..	Grievous Robeson, Twp. of Franklin, Ont.



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116,691	Era	Kenora	1900	Resolution, N.W.T.	53 0	11 5	5 0	50	28	6 sc	Jas. Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T.
108,021	Erastus Wiman	Toronto	1890	Huntsville, Ont.	65 0	13 3	3 4	54	36	6 sc	Mrs. Mary Denton and Lorenzo McHardy, J. O., Huntsville, Ont.
113,473	Eretria	St. John, N.B.	1901	Port Glasgow, G.B.	341 0	47 6	23 5	3,464	2,255	303 sc	Steamship Eretria Co., Ltd., Rothsay, N.B.
116,831	Eric	Kingston	1902	Kingston, Ont.	30 3	6 1	2 8	3	2	3 sc	F. F. Millar, Napanee, Ont.
112,048	Erie	St. Catharines	1902	St. Joseph, Mich., U.S.A.	18 1	4 6	3 7	2	2	2 sc	Mrs. Edna R. Price, St. Catharines, Ont.
117,194	Erin	Kenora	1905	Fort Frances, Ont.	33 0	8 0	3 3	14	9	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
*121,761	Erin	Vancouver	1880	Port Blakeley, Wash., U.S.A.	92 0	20 0	10 7	135	92	31 sc	James S. Emerson, Vancouver, B.C.
111,827	Erin II	Vancouver	1891	New Westminster, B.C.	34 5	6 7	2 8	3	2	1 sc	C. A. Elliott and Wm. Payne, J.O., Harrison Hot Springs, B.C.
103,153	Ermine	"	1893	"	30 3	7 8	3 2	9	6	4 sc	Alexander Grierson, Vancouver, B.C.
100,067	Ernest	St. John, N.B.	1892	Oromocto, N.B.	37 6	9 5	3 6	13	9	7 sc	A. Fitz Randolph, Fredericton, N.B.
97,010	Escort	St. Catharines	1894	Port Colborne, Ont.	44 8	15 5	9 7	40	27	24 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,424	Escort No. 2	Vancouver	1882	Cooe Bay, Ore., U.S.A.	95 0	24 0	13 5	192	131	61 sc	MacKenzie Bros., Ltd., Vancouver, B. C.
112,176	Espanola	Toronto	1897	Toronto, Ont.	36 0	9 0	3 5	7	5	1 sc	Spanish River Paper & Pulp Co., Ltd., Toronto, Ont.
80,535	Espanza	"	1876	Buffalo, N.Y., U.S.A.	57 0	18 1	4 8	17	11	6 sc	G. E. Niebergall, Wiarton, Ont.
97,113	Estella	Collingwood	1891	Parry Sound, Ont.	38 0	6 0	3 2	9	6	2 sc	Edwin S. Pratt, Parry Sound, Ont.
112,066	Estelle	Peterborough	1887	New York, U.S.A.	31 0	7 0	3 5	8	6	8 sc	Charles H. Grylls, Lakefield, Ont.
116,387	Estelle	Port Arthur	1874	Watkins, N.Y., U.S.A.	66 0	13 0	7 0	51	35	6 sc	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
103,923	Eatirian	Peterborough	1897	Bobcaygeon, Ont.	94 0	19 0	5 5	139	85	38 pa	The Trent Valley Navigation Co., Bobcaygeon, Ont.
85,527	Eaturon	Toronto	1884	"	96 0	17 0	6 2	118	75	31 pa	"
92,301	Ethel	Collingwood	1887	Collingwood, Ont.	42 0	10 0	4 4	13	9	8 sc	John Hastie, Shegundah, Ont.
103,332	Ethel	Montreal	1895	Sorel, Que.	64 0	19 2	9 0	72	49	39 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
103,656	Ethel	Winnipeg	1896	Kenora, Ont.	39 3	9 4	3 6	10	7	1 sc	The Cameron Islands Mining & Development Co., Ltd., Kenora, Ont.
92,710	Ethel Banning	Winnipeg	1890	Fort Frances, Ont.	50 2	13 3	4 9	38	26	3 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
116,737	Ethel Jean	Halifax	1904	Ship Harbour, N. S.	59 4	13 8	6 5	48	33	16 sc	The Grand River Pulp & Lumber Co., Ltd., Halifax, N. S.

\*Formerly "Sarah M. Renton."

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103,677	Ethel May	Toronto	1897	Mortimer's Point, Muskoka, Ont.	46 5	7 0	3 3	13	9	1 sc	John Fleming, Mortimer's Point, Ont.
103,898	Ethel Ross	New Westminster	1897	Kamloops, B.C.	84 0	14 0	4 0	82	52	15 sc	Claude R. Doxat, M. O., Ashcroft, B. C.
98,534	Ethelwold	Montreal	1890	Belfast, Ireland	208 1	28 1	12 7	956	533	130 sc	The Ethelwold S.S. Co., Ltd., Montreal, Que.
121,755	Ethola	Vancouver	1906	Vancouver, B.C.	41 3	10 0	4 9	16	11	3 sc	John M. Atkins, Vancouver, B.C.
112,334	Ethyll Reid	Collingwood	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 sc	W. A. Clark, Collingwood, Ont.
77,874	Etoile	Quebec	1879	Sorel, Que.	142 0	25 0	7 4	560	317	120 ps	Deschambault & Lotbinière Steamship Co., Quebec, Que.
122,069	Etta	Montreal	1906	Maisonneuve, Que.	40 3	10 2	3 9	13	9	4 sc	Narcisse E. Picotte, Montreal, Que.
122,116	Etta	Sydney	1907	Sydney, C. B.	30 0	8 5	4 0	7	5	10 sc	Albert Alman, Sydney, C. B.
64,154	Etta White	Vancouver	1871	Freeport, Wash., U.S.A.	93 0	19 6	9 0	97	82	120 sc	John Hendry, Vancouver, B.C.
122,194	Ettie	New Westminster	1907	Galiano Island, B. C.	32 0	9 4	3 3	9	6	sc	Alexander J. Kolosoff, Mo., Eburne, B.C.
116,367	Eu Jennie	Goderich	1905	Goderich, Ont.	52 0	12 0	5 3	22	15	8 sc	John Lapointe, Spanish River, Ont.
111,906	Eugenie	Arichat	1901	Detroit, Mich., U.S.A.	35 0	8 0	2 1	5	5	8 sc	Frederick Perrin, McNabs Island, N.S.
112,054	Euphemia	St. Catharines	1903	Port Dalhousie, Ont.	47 0	13 6	6 1	29	20	18 sc	William Hand, Port Dalhousie, Ont.
93,940	Eureka	Quebec	1893	Glasgow, G.B.	94 7	22 0	11 9	170	19	40 sc	The Minister of Marine and Fisheries, Ottawa, Ont.

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103,531	Eva.....	Chatham, N.B.....	1886	Douglasstown, N.B.....	43 0	12 5	5 0	13	12	3 sc..	R. Loggie, M.O., Loggieville, N.B.
122,358	Eva.....	Kingston.....	1906	Kingston, Ont.....	28 0	5 8	2 9	3	2	2 sc..	Francis Blake, Barriefield, Ont.
85,304	Eva.....	Montreal.....	1882	Montreal, Que.....	42 0	7 7	3 6	6	4	10 sc..	Geo. Bothwell, Buckingham, Que.
* 103,041	Eva.....	{ Ottawa.....	{ 1891	{ Montebello, Que.....	55 0	21 7	3 0	21	14	2 pa..	Joseph Nadon, Montebello, Que.
83,411	Eva.....	Port Hope.....	1902	Bobcaygeon, Ont.....	72 0	13 5	4 7	34	12	30 sc..	Irene Crandall, Lindsay, Ont.
96,991	Eva.....	Vancouver.....	1881	New Westminster, B.C.....	56 0	13 5	4 6	35	24	3 sc..	F. Martinoli, Vancouver, B.C.
94,689	Eva Belle.....	Collingwood.....	1890	Midland, Ont.....	34 0	9 0	3 6	10	7	3 sc..	William White, Midland, Ont.
100,652	Eva Belle.....	Kingston.....	1892	Kingston, Ont.....	39 8	7 8	2 7	10	7	6 sc..	The Commissioner of Fisheries, Toronto, Ont.
109,552	Eva Boat.....	Dorchester.....	{ 1900	{ Hopewell Cape, N.B.....	27 9	7 4	3 6	4	3	10 sc..	Samuel Dunnville, Hopewell Cape, N.B.
80,606	Eva Johnson.....	St. John, N.B.....	1905	Yarmouth, N.S.....	42 5	12 0	4 8	16	7	21 sc..	A. Fitz Randolph, Fredericton, N.B.
122,154	Evangel.....	Vancouver.....	1880	.....	30 0	10 0	3 2	11	8	1 sc..	Herbert Ford, Vancouver, B.C.
† 58,826	Evangeline.....	Montreal.....	1869	Cowes, I. of W., G.B.....	60 6	11 5	5 6	24	16	12 sc..	Ch. Sims and Thos. C. Sims, Little Creek, Algoma, Ont.
77,979	Evangeline.....	Victoria.....	1881	Victoria, B.C.....	45 0	10 5	5 0	14	9	20 sc..	Rt. Rev. Bishop of Oaledonia, Met- lakatla, B.C.
83,216	Evangeline.....	Windsor, N.S.....	1882	Hantsport, N.S.....	81 2	16 8	7 5	69	28	50 sc..	T. C. Masters and T. A. Masters, J. O., Hantsport, N.S.
122,353	Eve.....	Vancouver.....	1907	Vancouver, B.C.....	45 0	12 0	5 7	24	16	5 sc..	H. Bell-Irving Co., Ltd., Vancouver, B. C.
96,876	Evelyn.....	Goderich.....	1893	Goderich, Ont.....	61 0	13 8	5 3	32	22	10 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
117,161	Evelyn.....	Windsor, N.S.....	1905	Falmouth, N.S.....	51 0	12 4	5 4	14	9	9 sc..	W. H. McKinlay, Falmouth, N.S.
100,301	Evelyn.....	Windsor, Ont.....	1892	Sandwich, Ont.....	67 5	17 1	9 3	85	46	33 sc..	French River Tug Co., Windsor, Ont.
111,888	Evelyn.....	Peterboro.....	1906	Lakefield, Ont.....	30 0	6 8	2 8	4	3	‡ sc..	J. Blewett, Lakefield, Ont.
97,003	Evelyn Hodgkins	St. Catharines.....	1888	Thorold, Ont.....	29 2	7 0	3 6	4	3	5 sc..	Freeman Hodgkins, Toronto, Ont.
107,494	Everard.....	Sault Ste. Marie.....	1900	Gore Bay, Ont.....	51 0	13 0	6 0	25	17	12 sc..	M. Graham, Kagawong, Ont.
122,544	Evergreen.....	Vancouver.....	1901	Ballard, Wash., U.S.A.....	49 0	13 5	9 0	39	27	8 sc..	James S. Emerson, Vancouver, B. C.
116,453	Evolvo.....	Vancouver.....	1903	Vancouver, B.C.....	32 5	9 5	4 1	13	9	1 sc..	Wilfred Dandurand, Vancouver, B.C.
92,488	Express.....	Toronto.....	1887	Toronto, Ont.....	35 9	7 3	3 6	4	3	1 sc..	John B. Bowerman, Port Perry, Ont.

\* Formerly a sailing vessel. † Formerly "Zenobia."

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103,151	F. R. M. & D. Co. No. 1.	Vancouver.	1894	Lytton, B.C.	133 6	30 0	6 3	715	486	13 ps.	Mrs. Rachael M. McFarlane, Vancouver, B.C.
103,639	F. W. Avery.	Ottawa.	1895	Simcoe, Ont.	37 0	16 0	3 6	14	9	20 sc.	F. W. Avery, Ottawa, Ont.
113,732	F. W. Roebbing.	Halifax.	1890	Milford, Del., U.S.A.	102 2	22 1	12 7	132	78	40 sc.	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
116,593	F. Dupre.	Montreal.	1904	Sorel, Que.	73 6	20 1	9 9	114	70	54 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
100,852	Fabiola.	Quebec.	1893	Anse St. Jean, Que.	70 2	21 9	8 5	81	55	3 sc.	Andrew Nickle, Montreal, Que.
112,276	Fairmount.	Montreal.	1903	Walsend, G.B.	248 6	42 0	20 6	1,895	1,184	230 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
71,264	Fairy.	Cobourg.	1878	Harwood, Ont.	52 6	10 1	7 7	23	15	20 sc.	F. B. Polson, Toronto, Ont.
80,764	Fairy.	Sydney.	1881	Quebec, Que.	37 1	11 2	5 3	16	9	8 sc.	Geo. M. Fraser, Edwardsville, N.S.
83,634	Fairy Queen.	Hamilton.	1898	Carleton Place, Ont.	22 0	5 0	2 5	2	1	3 sc.	Andrew Newlands, M.O., Galt, Ont.
71,175	Falcon.	Kingston.	1874	Kingston, Ont.	40 0	8 8	3 1	13	7	8 sc.	J. G. Richardson, Brockville, Ont.
*111,984	Falcon.	Vancouver.	1902	Port Moody, B.C.	70 7	17 8	7 4	71	48	1 sc.	Minister of Marine and Fisheries Ottawa, Ont.
100,700	Falmouth.	Windsor, N.S.	1898	New Glasgow, N.S.	54 2	15 1	7 3	43	29	17 sc.	S. P. Benjamin Co., Ltd., Wolfville, N.S.
100,060	Fanchon.	St. John, N.B.	1891	Milledgeville, N.B.	83 4	21 0	4 7	111	70	33 ps.	H. J. Olive, St. John, N.B.
93,943	Fannie.	"	1875	Philadelphia, Pa., U.S.A.	55 6	12 5	6 3	34	23	8 sc.	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.

\*Formerly "Ruth."



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107,326	Flash.....	Halifax.....	1898	Charlottetown, P.E.I.....	38 0	8 4	3 8	8	5	8 sc...	Wm. Beasley, Halifax, N.S.
107,817	Flash.....	Peterborough.....	1899	Peterborough, Ont.....	34 0	6 4	2 5	6	4	2 sc...	Mrs. Margaret Breeze, Peterborough, Ont.
116,727	Fleada.....	St. John, N.B.....	1903	Lakefield, Ont.....	35 8	7 4	3 7	6	4	1 sc...	J. D. Purdy, St. John, N.B.
121,961	Fleetwing.....	Kingston.....	1905	St. John, N.B.....	30 6	9 8	2 4	7	5	1 sc...	Wm. McMaster, Amherst Is., Ont.
111,450	Fleure de Mai.....	Ottawa.....	1891	Gananoque, Ont.....	34 0	8 0	3 5	7	6	8 sc...	Isaac Laroque, Sturgeon Falls, Ont.
72,561	Flight.....	Kingston.....	1875	Sturgeon Falls, Ont.....	57 0	12 0	10 8	37	27	8 sc...	C. Jones, Brockville, Ont.
100,417	Flora.....	Ottawa.....	1892	Portsmouth, Ont.....	42 5	8 3	3 4	5	4	12 sc...	W. J. Poupore, Ottawa, Ont.
88,309	Florence.....	Quebec.....	1887	Pembroke, Ont.....	51 0	13 8	9 0	113	30	54 sc...	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,811	Florence.....	Belleville.....	1894	Lévis, Que.....	28 3	7 9	3 2	3	2	5 sc...	John Milling, Fredericksburg, Ont.
108,770	Florence.....	Chatham, N.B.....	1896	Napanee, Ont.....	47 5	10 1	4 6	19	13	6 sc...	Lazare Allard, Carleton, Que.
121,826	Florence.....	Montreal.....	1905	Newcastle, N.B.....	35 3	6 0	2 8	3	2	3 sc...	R. C. Smith, K.C., Montreal, Que.
88,072	Florence.....	Ottawa.....	1881	Verdun, Que.....	81 0	18 3	7 0	62	24	34 sc...	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
160,427	Florence.....	".....	1889	Rockland, Ont.....	74 5	21 4	5 0	40	32	45 pa...	Canada Lumber Co., Carleton Place, Ont.
112,351	Florence.....	Port Hope.....	1901	Snyder Depot, Ont.....	48 0	9 0	3 2	7	5	1 sc...	E. P. Ainsworth, Brighton, Ont.

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85,453	Florence	Quebec	1883	Quebec, Que.	191 2	22 8	9 5	133	90	25 sc	Eugene Lamontagne, Quebec, Que.
88,309	Florence	Quebec	1885	Levis, Que.	91 0	19 8	9 0	113	30	54 sc	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,143	Florence	"	1892	Three Rivers, Que.	51 6	10 8	4 1	18	12	5 sc	William Ritchie, Three Rivers, Que.
85,529	Florence	Toronto	1884	Huntsville, Ont.	54 0	10 1	3 0	27	18	3 sc	Lorenzo McKenny, Huntsville, Ont.
92,725	Florence	"	1886	Schomberg, Ont.	36 3	6 2	3 6	3	2	4 sc	Charles Elliott, Bradford, Ont.
97,163	Florence	Victoria	1891	Victoria, B.C.	51 0	14 2	5 9	30	18	3 sc	C. F. Todd, M.O., Victoria, B.C.
103,906	Florence	"	1886	Point Blakely, U.S.A.	35 3	10 4	4 4	9	6	1 sc	M. Ferguson, Nanaimo, B.C.
90,785	Florence	"	1886	Victoria, B.C.	64 0	18 5	4 2	59	40	5 sc	H. M. Dumbleton, Victoria, B.C.
121,975	Florence Carlin	"	1906	Knalt, B.C.	97 5	20 4	4 6	143	90	9 pa	The Columbia River Lumber Co., Ltd., Golden, B.C.
94,770	Florence M.	Owen Sound	1897	Owen Sound, Ont.	44 0	7 2	3 5	8	6	2 sc	J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main	Toronto	1901	Mortimer's Point, Ont.	82 4	13 2	5 0	79	52	13 sc	C. O. Shaw, Huntsville, Ont.
107,894	Florida	Montreal	1900	St. Thomas de Pierreville, Que.	100 0	18 7	5 8	201	128	5 sc	Ida Niquette, Notre Dame de Pierreville, Que.
100,034	Florisant	Toronto	1891	Toronto, Ont.	30 0	6 0	3 0	3	2	3 sc	C. Elford, Toronto, Ont.
116,440	Floisie	Vancouver	1903	Vancouver, B.C.	30 0	8 4	3 4	5	2	2 sc	Geo. A. Graham, Denman Island, B.C.
90,751	Flushing	St. John, N.B.	1882	Athens, N.Y., U.S.A.	115 9	24 0	8 2	178	73	61 sc	Parker Glasier, Lincoln, Sunbury Co., N.B.
121,978	Flutterby	Victoria	1906	Victoria, B.C.	20 0	5 4	3 0	2	2	2 sc	Arthur E. C. Lane, Duncan, B.C.
107,712	Flyer	New Westminster	1899	Vancouver, B.C.	65 6	14 3	6 9	48	32	14 sc	Geo. E. Gilley, New Westminster, B.C.
103,574	Flyer	Toronto	1892	Kingston, Ont.	39 2	6 4	2 8	4	3	3 sc	John Rogers, Port Sandfield, Ont.
116,455	Flying Cloud	Victoria	1903	Vancouver, B.C.	36 4	10 1	4 7	16	11	1 sc	Charles McFarlane, Denman Island, B.C.
107,207	Flying Cloud	Winnipeg	1897	Selkirk, Man.	32 0	9 8	3 0	6	4	8 sc	M. Ewing, et al., Selkirk, Man.
112,028	Foam	Quebec	1900	Quebec, Que.	42 6	10 8	4 3	16	7	3 sc	John S. Thom, Quebec, Que.
116,412	Forager	Victoria	1904	Victoria, B.C.	84 0	18 8	6 6	90	57	13 sc	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
122,167	Forest Queen	Vancouver	1906	Vancouver, B.C.	50 5	11 7	6 0	35	24	6 sc	Neil A. McKinnon, Vancouver, B.C.
107,178	Forester	Port Arthur	1899	Port Arthur, Ont.	32 0	7 8	3 0	5	3	1 sc	Thomas R. Woodside, Port Arthur, Ont.
92,344	Forrest	Quebec	1887	Chicoutimi, Que.	58 0	11 1	7 0	26	18	15 sc	B. J. Kaine, Ha! Ha! Bay, Que.

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90,772	Forrester.....	Windsor, Ont.	1885	Windsor, Ont.	30 8	7 6	2 5	3	2	6 sc...	J. Flintoft, Sarnia, Ont.
108,225	4 Macks .....	Ottawa.....	1889	Kingston, Ont.	25 0	4 8	2 4	1	1	3 sc...	J. C. McNie, et al., Carleton Place, Ont.
121,750	Four Winds.....	Vancouver.....	1906	Vancouver, B.C.	26 0	9 7	5 8	8	5	1 sc	James E. Macrae, Vancouver, B.C.
.....	Frances .....	Kingston.....	1884	Bedford Mills, Ont.	55 2	11 4	7 6	47	24	.....	T. H. Kirby, Ottawa, Ont.
107,886	Frank.....	Montreal.....	1900	Cardinal, Ont.	40 0	10 0	3 2	16	3	25 sc...	The Gilbert Bros. Engineering Co., Ltd., Montreal, Que.
92,337	Frank.....	Quebec.....	1896	St. Leon, Que.	65 0	16 6	4 4	58	39	30 sc...	Mrs. Eliza A. Stanton, St. Leon, Que.
108,651	Frank Burton.....	Winnipeg.....	1896 1902	} Selkirk, Man.	65 0	15 0	7 8	94	63	15 sc...	The Northwest Navigation Co., Ltd., Winnipeg, Man.
116,386	Frank C. Barnes...	Port Arthur.....	1892	Manistee, Mich., U.S.A.	66 0	16 0	8 0	63	43	10 sc...	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
80,649	Frank O. Batt.....	Charlottetown ..	1883	Yarmouth, N.S.	59 5	13 6	5 9	33	16	30 sc...	Joseph Read, Summerside, P. E. I.
107,192	Frank G. McAulay ..	Southampton. ....	1898	Southampton, Ont.	67 6	15 8	7 3	43	29	60 sc	D. McAulay, Southampton, Ont.
83,390	Frank Jackman...	Toronto.....	1882	Oakville, Ont.	65 0	15 5	6 6	39	26	75 sc...	Wm. J. Finn, Montreal, Que., and Solomon Thompson, Toronto, Ont., J.O.
117,079	Frank L.....	" .....	1905	Parry Sound, Ont.	68 7	14 0	6 6	46	31	10 sc...	Wm. H. Oldfield, Parry Sound, Ont.
112,063	Frank Marshall...	Kenora.....	1903	Kenora, Ont.	52 0	12 5	5 5	30	20	— sc...	Frank Marshall, Kenora, Ont.



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70, 28	Frank Perew	Montreal	1887	Buffalo, N.Y., U.S.A.	72 6	16 6	6 7	43	24	110 sc	Minister of Railways and Canals, Ottawa, Ont.
32, 648	Frankie	Wallaceburg	1888	Wallaceburg, Ont.	41 5	9 8	3 1	24	16	1 sc	John Lee, Wallaceburg, Ont.
116, 223	Frankie H.	Quebec	1903	Quebec, Que.	45 0	11 1	4 6	17	8	20 sc	Michael J. Hackett, Quebec, Que.
103, 159	Fraser	Vancouver	1896	Vancouver, B. C.	67 2	12 4	4 8	36	25	6 sc	Wm. Hickey, Vancouver, B.C.
116, 715	Fraserville	Quebec	1904	Port Glasgow, G.B.	60 0	15 3	7 4	51	35	16 sc	D. Fraser, D. Fraser, Jr., Fredericton, N.B., and A. Fraser, Cabano, Que., J.O.
107, 415	Fred	Montreal	1899	Montreal, Que.	48 4	12 1	5 9	24	16	17 sc	Sinclair McNaughton Line, Ltd. Montreal, Que.
94, 688	Fred A. Hodgson	Collingwood	1890	Collingwood, Ont.	83 8	16 9	6 8	63	43	6 sc	A. Lyburner, Eaptnor, Que.
92, 302	Fred Davidson	"	1887	Penetanguishene, Ont.	62 0	14 7	6 9	43	29	10 sc	Chas. L. D. Sims, Little Current, Ont.
103, 260	Fred Glasier	St. John, N.B.	1896	Lincoln, N.B.	37 9	8 8	4 1	10	7	6 sc	Parker Glasier, Lincoln, Sunbury Co., N.B.
.....	Fred. Hotchkiss	Toronto	1870	Collingwood, Ont.	48 6	8 6	5 0	18	13	.....	Muskoka Mill & Lumber Co., Toronto, Ont.
111, 791	Fred. L. M. Paint	Port Hawkesbury	1902	Port Hawkesbury, N.S.	68 0	17 9	8 9	88	39	24 sc	W. H. Paint, Port Hawkesbury, N.S.
92, 478	Fred. M. Batt	Charlottetown	1888	Mt. Stewart, P.E.I.	67 5	18 0	7 7	60	38	14 sc	The Island Tug Co., Ltd., Charlottetown, P.E.I.
103, 699	Freddie	Sault Ste. Marie	1887	Richard's Landing, Ont.	28 0	7 6	3 4	5	3	— sc	F. V. Rodgers, Richard's Landing, Ont.
122, 060	Freddie Adams	Toronto	1906	Parry Sound, Ont.	40 0	8 7	5 0	16	11	1 sc	George Enoch Adams, Parry Sound, Ont.
80, 621	Freddie V.	Yarmouth	1881	Yarmouth, N.S.	61 0	13 2	5 6	27	13	40 sc	Hugh Cann, Yarmouth, N.S.
112, 301	Frederick	Winnipeg	1904	Selkirk, Man.	63 8	15 0	6 4	36	27	10 sc	The Northwest Navigation Co., Ltd., Selkirk, Man.
103, 773	Frederick A.	Chatham, N.B.	1896	Pictou, N.S.	57 0	14 3	5 8	31	21	16 sc	Chas. D. Wasson, M.O., St. John, N.B.
100, 594	Frolic	Montreal	1890	Montreal, Que.	47 0	9 2	5 8	16	10	2 sc	Octave Mausezette, Grand Mere, Que.
111, 767	Frontenac	Kingston	1901	Garden Island, Ont.	89 0	21 8	7 8	111	64	75 sc	The Calvin Co., Ltd., Garden Island, Ont.
121, 792	Frontenac	Ottawa	1903	Westmeath, Ont.	34 4	9 4	3 6	11	7	‡ sc	Wm. J. A. Fraser, Ottawa, Ont.
107, 668	Frontenac	Quebec	1899	Lévis, Que.	119 6	28 1	9 6	304	206	48 sc	La Compagnie Maritime et Industrielle de Lévis, Lévis, Que.
103, 882	G. B. Greene	Ottawa	1896	Quyon, Que.	142 4	44 8	8 0	255	218	125 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116, 647	G. B. Pattee II	"	1904	"	61 5	14 7	6 1	51	38	4 sc	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built — Con- struit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
66,912	G. D. Hunter.....	St. John, N.B.....	1873	Portland, N.B.....	72 0	18 5	8 1	68	13	46 sc ..	A. B. Ruddock, St. John, N.B.
85,291	G. H. Notter.....	Ottawa.....	1881	Buffalo, N.Y., U.S.A....	42 0	11 0	6 0	14	9	20 sc ..	George Danseur, Grenville, Que.
103,269	G. K. King.....	St. John, N.B.....	1897	Gondola Point, N.B.....	57 2	15 1	6 4	45	31	15 sc ..	Mrs. C. A. Waring, et al., St. John, N.B.
92,288	G. P. McIntosh...	Owen Sound.....	1888	Meaford, Ont.....	78 0	16 0	7 3	58	40	60 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
103,570	Gadabout.....	Montreal.....	1895	New York, N.Y., U.S.A....	30 6	6 8	2 6	3	2	1 sc ..	C. R. Hoemer, Montreal, Que.
107,409	Gadfly.....	".....	1898	Jersey City, N.J., U.S.A....	27 2	7 2	2 4	2	2	1 sc ..	James Bryce Allan, Montreal, Que.
107,206	Galatia.....	Winnipeg.....	1898	Wabigoon, Ont.....	60 0	12 5	3 8	46	30	6 sc ..	L. R. Johnstone, Wabigoon, Ont.
112,079	Gale.....	Kenora.....	.....	.....	22 0	5 5	3 0	3	1	1 sc ..	Foley Mines Co., Ltd., Mine Centre, Ont.
96,983	Galena.....	New Westminster...	1888	Kootenay River, U.S.A....	79 8	16 0	5 0	73	50	3 sc ..	M. T. Johnston, Victoria, B.C.
88,130	Gambinus.....	Halifax.....	1881	Halifax, N.S.....	48 0	15 2	5 5	28	19	20 sc ..	Halifax Breweries Co., Ltd., London, Eng.
122,605	Ganna.....	Kenora.....	1906	Hamilton, Ont.....	23 0	6 3	3 8	2	2	1 sc ..	John A. Johnston, Ignace, Ont.
121,763	Ganges.....	Vancouver.....	1905	Vancouver, B.C.....	47 5	11 1	5 1	22	15	2 sc ..	J. J. Malcolm and Percy Purvis, J.O., Ganges, B.C.
100,035	Garden City.....	Toronto.....	1892	Toronto, Ont.....	177 9	26 1	10 0	637	401	180 ps ..	The Niagara St. Catharines & Toron- to Nav., Co., Ltd., Toronto, Ont.
96,909	Garnet.....	Kingston.....	1889	Kingston, Ont.....	53 0	11 6	4 5	19	12	9 sc ..	James P. MacDonald, Mississauga Is- land, Ont.

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121,762	Gaelka.....	Vancouver.....	1906	Vancouver, B.C.....	34 2	13 5	4 9	19	13	1 sc ..	Arthur G. Thynne, Vancouver, B.C.
*70,228	Gaspeian .....	Quebec.....	1874	Walsend-on-Tyne, G.B.....	160 8	27 1	11 3	490	287	70 sc ..	François Bouchard, et al., Quebec, Que.
107,710	Geisha .....	Toronto .....	1900	Toronto, Ont .....	50 9	10 0	4 2	20	13	1 sc ..	John Hendry, Toronto, Ont.
121,749	Geisha .....	Vancouver.....	.....	Hong Kong, China.....	20 0	5 5	3 0	2	1	½ sc ..	Geo. Giles, Wm. Thompson and David Harkness, Vancouver, B.C.
100,546	Gem .....	Digby .....	1896	Westport, N.S.....	32 0	6 5	4 6	5	2	6 sc ..	John E. Moore, Westport, N.S.
103,684	Gem .....	Toronto .....	1897	Port Sydney, Ont .....	51 4	10 0	4 0	27	18	3 sc ..	A. S. Smith, Stephenson Township, Muskoka, Ont.
96,985	Gemini .....	New Westminster...	1891	New Westminster, B.C.....	49 0	7 6	3 8	8	6	3 sc ..	James A. Clarke, New Westminster, B.C.
107,482	Genl. Weitzel...	Sault Ste. Marie .....	1881	Buffalo, N.Y., U.S.A.....	57 0	12 0	5 9	32	24	5 sc ..	W. H. Plummer, Sault Ste. Marie, Ont.
85,526	General Wolsley.	Toronto .....	1894	Oakville, Ont .....	103 0	20 2	6 1	123	70	65 ps ..	John Nisbet, M. O., Owen Sound, Ont.
116,966	Geneva.....	St. Andrews.....	1904	Belfast, Me., U.S.A.....	42 6	11 8	4 0	14	6	15 sc ..	G. D. Grimmer, West Isles, N.B.
117,071	Geneva.....	Toronto .....	1905	Orillia, Ont .....	80 7	16 3	5 3	92	53	10 sc ..	William Thomson, Orillia, Ont.
85,353	Geo. A. Harris ..	Ottawa.....	1892	Hull, Que .....	90 0	18 8	7 2	87	56	37 sc ..	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,335	George A. R. ....	Yarmouth.....	1900	U.S.A.....	16 0	4 0	2 4	1	1	2 sc ..	George H. Robertson, Pubnico, N.S.
121,821	George Crete .....	Montreal.....	1905	Grandes Piles, Que .....	54 0	10 9	2 6	17	10	1 sc ..	George Crete, Grandes Piles, Que.
111,974	Geo. D. Morrison..	Southampton.....	1905	Kincardine, Ont .....	57 6	13 7	5 0	23	16	4½ sc ..	William Morrison, Kincardine, Ont.
75,644	George Douglas ..	St. Catharines .....	1880	Thorold, Ont .....	56 6	14 6	6 3	42	18	75 sc ..	James Canaan, Owen Sound, Ont.
116,411	Geo. F. Piper.....	Victoria.....	1904	Nakusp, B.C. ....	78 0	16 0	6 2	70	48	16 sc ..	Empire Lumber Co., Ltd., Revelstoke, B.C.
121,968	George H.....	Kingston.....	1886	Kingston, Ont .....	31 4	6 0	2 6	4	3	1 sc ..	Mrs. George A. Hammond, Kingston, Ont.
121,810	George L. ....	Digby .....	1906	Shelburne, N.S.....	67 0	17 6	7 4	61	42	13 sc ..	Albert J. Lutz, Moncton, N.B.
71,218	George Maytham ..	Sarnia .....	1870	Buffalo, N.Y., U.S.A.....	53 6	15 7	7 8	40	27	50 sc ..	D. B. McCrae, Meldrum Bay, Ont.
111,809	Geo. W. Cuyler...	Sault Ste. Marie .....	1880	West Bay City, Mich., U.S.A.....	64 0	14 6	5 4	56	38	— sc ..	B. H. Turner, Little Current, Ont.
116,931	Georgia .....	Ottawa.....	1900	Victoria, B.C. ....	60 0	11 3	5 0	34	23	12 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
100,302	Georgia.....	Windsor, Ont .....	1886	Sangateck, Mich., U.S.A.....	43 0	12 6	5 5	28	19	15 sc ..	John Sullivan, Little Current, Ont.
80,596	Georgian .....	Toronto .....	1864	Georgian Bay, Ont .....	130 0	21 8	11 5	377	227	75 sc ..	The Canadian Pacific Ry. Co., Montreal, Que.
92,617	Georgina .....	Port Arthur.....	1893	Port Arthur, Ont.....	74 0	14 8	7 0	44	30	25 sc ..	Samuel Forrest, Fort William, Ont.

\* Formerly "Warkworth."

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97,120	Geraldine.....	Collingwood.....	1883	Parry Sound, Ont.....	66 0	14 4	6 8	65	45	6 sc ..	J. Galna, M. O., Parry Sound, Ont.
107,161	Germanie.....	Collingwood.....	1889	Collingwood, Ont.....	184 0	32 0	12 1	1,014	676	63 sc ..	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
*89,686	Gertie.....	Montreal.....	1873 1900	Buffalo, N.Y., U.S.A. Lachine, Que.....	51 6	12 3	7 3	21	14	4 sc ..	Sinennes McNaughton Line, Ltd., Montreal, Que.
116,377	Gertie.....	Port Arthur.....	1903	Fort William, Ont.....	58 0	17' 0	4 5	53	37	2 sc ..	Samuel Forrest, Fort William, Ont.
100,045	Gertrude.....	Brockville.....	1885	Brockville, Ont.....	27 2	6 1	3 2	3	1	4 sc ..	P. F. Nolan, Brockville, Ont.
90,573	Gertrude.....	Toronto.....	1886	Toronto, Ont.....	75 0	16 4	6 2	76	51	5 sc ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
121,737	Gertrude.....	Vancouver.....	1906	Vancouver, B.C., .....	26 9	6 6	2 5	3	2	1 sc ..	James E. Macrae, Vancouver, B.C.
85,420	Gertrude A. Kaney. St. Catharines.....	St. Catharines.....	1883	Port Colborne, Ont.....	42 1	10 1	4 8	14	9	12 sc ..	Noble Bros. Co., Ltd., Owen Sound, Ont.
103,715	Gertrude M.....	Barrington.....	1886	Liverpool, N.S.....	70 0	17 0	7 5	48	26	17 sc ..	James C. McGraw, Cape Island, N. S.
112,337	Geyser.....	Collingwood.....	1889	West Bay City, Mich., U. S. A.....	60 0	16 2	8 0	47	32	17 sc ..	C. S. Boone, Toronto, Ont.
116,462	Gi-Kenni.....	Vancouver.....	1903	Vancouver, B.C.....	35 4	9 0	3 9	14	9	2 sc ..	The Superintendent General of Indian Affairs, Ottawa, Ont.
85,712	Gilbert.....	Toronto.....	1884	Cardinal, Ont.....	73 0	19 0	5 5	41	28	35 sc ..	M. J. Haney and Roger Miller, Toronto, Ont.
†85,370	Gilphie.....	Ottawa.....	1894	Lockeport, N.S.....	75 0	11 6	11 0	19	18	75 sc ..	Frederick and Roy Thompson, Southampton, Ont.

\* Foreign name "Champion." † Formerly "Joe."

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85,577	Gipsy	New Westminster...	1884	New Westminster, B.C.	48 0	12 0	3 0	50	31	20 pa...	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
69,429	Gipsy	Pictou, N.S.	1874	Yarmouth, N.S.	42 7	12 0	5 0	17	11	20 so...	Hugh McDonald, Sydney, N.S.
122,074	Gipsy	Toronto	1906	Toronto, Ont.	51 8	12 5	4 4	35	24	2 sc...	Frederick W. Hendry, Toronto, Ont., and Frank S. Buckenden, New Lis- keard, Ont., J.O.
103,295	Gipsy	Vancouver	1883	Seattle, Wash., U.S.A.	32 0	9 0	3 1	10	7	1 so...	C. R. H. Choyce, Vancouver, B.C.
90,536	Glacial	Montreal	1885	Sorel, Que.	103 2	24 0	7 8	109	74	38 sc...	The Corporation of the City of Three Rivers, Que.
111,929	Glad Tidings	Toronto	1902	Orillia, Ont.	42 0	10 0	4 0	10	7	2 sc...	Thos. W. Wood, Orillia, Ont.
61,393	Gladiator	Sydney	1884	Brooklyn, N.Y., U.S.A.	74 0	18 0	8 0	70	37	150 sc...	J. W. Gordon, North Sydney, N.S.
121,765	Gladys	Vancouver	...	Vancouver, B.C.	28 7	7 4	3 2	10	7	$\frac{1}{2}$ sc...	William A. Clark, Vancouver, B.C.
107,722	Gladys	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc...	Controller Northwest Mounted Police, Ottawa, Ont.
107,526	Gleaner	Victoria	1899	Lake Bennett, B.C.	115 0	24 6	5 5	241	149	5 pa...	John Irving Navigation Co., Ltd., Victoria, B.C.
111,983	Glen Rosa	Vancouver	1902	Vancouver, B.C.	45 3	10 6	4 6	18	12	2 sc...	Wallace Bros. Packing Co., Ltd., Vancouver, B.C.
122,067	Glen Villa	Montreal	1906	Chatham, Ont.	36 1	8 1	3 2	8	5	2 so...	Geo. Albert LeBaron, North Hatley, Que.
116,768	Glenada	Toronto	1904	Magnetawan, Ont.	69 0	12 4	4 3	65	44	2 sc...	Arthur Walton, Magnetawan, Ont.
100,006	Glencoe	Annapolis Royal	1891	Granville, N.S.	52 0	19 0	4 0	32	25	34 sc...	W. H. Weatherspoon, Granville, N.S.
*90,537	Glengarry	Montreal	1872 1886	St. Catharines, Ont. Kingston, Ont.	170 0	26 0	11 2	732	438	300 sc...	Adolf Lomer, Montreal, Que.
122,408	Glenmount	Montreal	1907	Dumbarton, G.B.	249 1	42 6	20 6	1,967	1,246	202 sc...	Montreal Transportation Co., Ltd., Montreal, Que.
107,941	Glenora	St. Catharines	1900	Fort Erie, Ont.	45 3	10 4	4 1	17	10	12 sc...	H. W. Saxton, Bayham, Ont.
100,028	Glenrosa	Toronto	1891	Magnetawan, Ont.	66 5	13 5	4 3	63	43	2 sc...	Arthur Walton, Magnetawan, Ont.
...	Glide	Kingston	1866	Brockville, Ont.	74 2	13 2	5 1	78	37	...	Montreal Transportation Co., Ltd., Montreal, Que.
85,368	Glide	Ottawa	1884	Ottawa, Ont.	72 6	18 8	6 4	80	59	60 sc...	Wm. Lawlor, Hawkesbury, Ont.
107,483	Glyn	Sault Ste. Marie	1900	Richard's Landing, Ont.	47 0	11 5	6 0	20	12	27 sc...	St. Shipman, Richard's Landing, Ont.
122,632	Go Now	Kingston	1904	Gananoque, Ont.	22 2	4 9	1 9	1	1	2 sc...	George H. Funnell, Gananoque, Ont.
71,248	Golden City	Toronto	1873	Buffalo, N.Y., U.S.A.	57 6	12 3	5 7	35	26	60 sc...	Jas. W. McCoppin, Port Colborne, Ont.
75,819	Goliath	Halifax	1863	Philadelphia, Pa., U.S.A.	88 4	18 4	14 7	147	100	200 sc...	J. McFarbridge, jr., Halifax, N.S.

\* Formerly "Argyle."

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117,160	Goliath	New Westminster	1887	Victoria, B.C.	100 0	28 0	4 5	312	197	9 ps..	Walter R. Gilley, New Westminster, B.C.
116,467	Golliwog	Vancouver	1903	Vancouver, B.C.	25 0	9 0	4 2	6	4	1 sc..	James G. Scott, Vancouver, B.C.
121,916	Gorden	Kenora	1904	Port Frances, Ont.	28 0	6 5	3 5	7	5	½ sc..	James Harty, Port Frances, Ont.
94,716	Gordon Brown	Port Stanley	1901	Port Stanley, Ont.	69 1	12 2	5 1	33	22	13 sc..	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier	Windsor, Ont.	1884	Wallaceburg, Ont.	52 7	13 9	6 4	26	18	24 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
88,628	Gordon Jerry	Windsor, Ont.	1884	River Roscom, Ont.	102 0	24 7	6 1	124	84	6½ sc..	S. W. Marchmont, Toronto, Ont.
100,149	Gordon M.	Winnipeg	1885	Keewatin, Ont.	30 0	6 5	2 4	3	2	1 sc..	Henry W. Mackey, Keewatin, Ont.
100,499	Gorge	Victoria	1892	Victoria, B.C.	29 2	7 1	3 3	3	2	5 sc..	James L. Haymur, Victoria, B.C.
1107,944	Goscon	St. Catharines	1888	Detroit, Mich., U.S.A.	38 6	10 2	3 2	15	10	6 sc..	Michael J. Hogan, Quebec, Que.
94,719	Governor Morton	Port Stanley	1893	Chicago, Ill., U.S.A.	51 8	10 4	4 4	15	10	7 sc..	C. A. Stanton and P. A. Courtenay, J.O., Port Stanley, Ont.
122,432	Gowanda	Sault Ste. Marie	1907	Little Current, Ont.	35 4	6 2	3 0	5	3	4 sc..	Norman Trotter, Little Current, Ont.
122,124	Grace	Halifax	1907	Tancook, N.S.	57 6	12 5	6 2	25	17	6 sc..	John William Smith, Halifax, N.S.
116,714	Grace	Quebec	1899	Quebec, Que.	29 3	7 6	3 2	4	4	1 sc..	Robert Rowley, Lake Edward, Que.
85,498	Grace Darling	Collingwood	{ 1886 1897 }	{ Collingwood, Ont. Collingwood, Ont.	50 0	13 7	5 6	28	19	25 sc..	A. J. Shaw, Parry Sound, Ont.

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111,918	Grace Holland.....	Toronto .....	1901	Peterborough, Ont .....	27 0	6 0	2 0	3	2	—	sc ..	Wm. E. Bigwood, Toronto. Ont.
121,703	Grace M.....	" .....	1905	Gravenhurst, Ont.....	68 5	14 0	5 1	61	27	10	sc ..	C. Mickle, Gravenhurst, Ont., N. Dyment and S. Dymont, Barrie, Ont., J. O. Dominion Fish Co., Ltd., Winnipeg, Man. Robert Smith, Cornwall, Ont.
116,366	Gracie.....	Goderich ..	1904	Goderich, Ont. ....	72 5	15 1	6 8	41	28	13	sc ..	Kenora, Ont.
103,880	Gracie..	Montreal.....	1894	Lachine, Que .....	42 1	9 0	3 1	11	7	1	pa ..	Robert Smith, Cornwall, Ont.
116,696	Gracie B.	Kenora .....	1904	Keewatin, Ont. ....	41 0	9 0	5 0	20	13	1	sc ..	Camp Bay Gold Mining Co., Ltd., Kenora, Ont.
107,213	Grahame .....	Winnipeg ..	1896	Fort Chippewyan, N. W. T.	140 0	24 0	4 6	260	233	10	pa ..	The Hudson's Bay Co., London, Eng.
121,823	Grandes Piles.....	Montreal.....	1904	Grandes Piles, Que ..	59 4	11 7	2 2	18	9	2	pa ..	Adelard Mongrain, St. Severin, Que.
116,653	Granville.....	Yarmouth.....	1904	Shelburne, N.S.....	97 0	21 6	9 0	134	49	30	sc ..	Valley Steamship Co., Ltd., Granville Ferry, N. S.
112,172	Gravenhurst .....	Toronto .....	1902	Muskoka, Ont .....	52 0	10 6	4 5	29	20	2	sc ..	Peter Campbell, Muskoka, Ont.
111,846	Gray Loggie .....	Chatham, N. B.....	1901	Loggieville, N. B.....	77 2	25 3	7 4	99	67	12	sc ..	Robert Loggie, M.O., Loggieville, N. B.
80,576	Great Western.....	Windsor, Ont. ....	1886	Windsor, Ont. ....	220 0	40 2	13 0	1080	632	700	pa ..	Grand Trunk Railway Co., Montreal, Que.
116,382	Grebe.....	Port Arthur.....	1904	Sarnia, Ont .....	38 0	9 0	4 0	9	6	3	sc ..	John Seagal, Port Arthur, Ont.
107,936	Greenwood.....	Vancouver.....	1900	New Westminster, B.C.	44 0	12 4	3 6	23	15	2	sc ..	Scott Cove Lumber Co., Ltd., Vancouver, B.C.
85,711	Grenada.....	Prescott .....	1883	Prescott, Ont. ....	80 0	15 3	4 0	57	43	35	sc ..	Alex. Smallman, Dundee, Que.
112,241	Greta.....	Vancouver.....	1902	Vancouver, B.C.....	22 0	7 3	2 3	2	1	1½	sc ..	S. Maddison, Vancouver, B.C.
112,091	Grise.....	Lunenburg .....	1902	Mahone Bay, N.S.....	109 2	25 6	11 8	126	81	85	sc ..	Joe. Holloway, Glen Cove, N.Y., U.S.A.
122,510	Grit.....	Vancouver.....	1906	Britannia, B.C.....	33 0	11 0	3 8	14	10	2	sc ..	Michael J. Conlin Vancouver, B.C.
97,071	Gulnare .....	Ottawa .....	1893	Scotstoun, Glasgow, G. B.	137 0	20 5	13 6	262	106	64	sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
100,805	Gwendoline.....	Victoria.....	1893	Golden, B.C. ....	63 5	19 0	3 2	91	57	4	pa ..	Upper Columbia Navigation & Tramway Co., Ltd., Golden B.C.
111,584	Gypsie.....	Peterborough.....	1899	Peterborough, Ont.....	25 8	6 0	2 8	3	2	2	sc ..	Dixon Best, Peterborough, Ont.
112,180	Gypsy.....	Toronto .....	1902	Toronto, Ont. ....	39 0	8 0	3 0	11	8	3	sc ..	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
117,120	Gypsey .....	Vancouver.....	1905	Vancouver, B.C. ....	46 2	12 5	5 3	27	18	5	sc ..	The B.C. Mills Timber & Trading Co., Vancouver, B.C.
121,733	Gypsey .....	" .....	1905	" .....	18 0	6 0	2 2	1	1	½	sc ..	William J. Taaffe, Vancouver, B.C.
122,509	Gypsey Queen.....	Vancouver.....	1907	Vancouver, B.C.....	21 4	6 1	3 1	2	2	1	sc ..	William J. Taaffe, Vancouver, B.C.

\* Formerly a sailing vessel.

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75,686	H. C. Curtis	Prescott	1878	Quebec, Que.	52 4	13 8	5 6	36	25	40 sc	W. H. Davis, Ottawa, Ont.
.....	H. F. Bronson	Montreal	1870	Montreal, Que.	91 8	18 0	7 1	137	70	.....	Montreal Transportation Co., Ltd., Montreal, Que.
117,063	H. L. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	‡ sc	J. F. Hurdman, Ottawa, Ont.
85,513	H. L. Lovering	Toronto	1883	Port Severn, Ont.	62 0	16 0	6 6	55	38	60 sc	The Georgian Bay Lumber Co., Ltd., Waukegan, Ont.
51,687	H. M. Mixer	Kingston	1865	Buffalo, N. Y., U.S.A.	53 0	13 1	6 6	30	9	40 sc	John Wade, Grenville, Que.
100,183	H. Bonenfant	Montreal	1883	Charlemagne, Que.	63 5	28 0	3 3	22	14	2 pa	Honoré Bonenfant, Charlemagne, Que.
103,086	H. Bonenfant	"	1893	"	61 0	29 6	3 4	31	21	2 pa	Alexandre Chatelain, L'Orignal, Ont.
103,341	H. Larose	Montreal	1896	Sorel, Que.	46 4	12 6	5 0	13	9	3 sc	Thomas Gauthier, Montreal, Que.
103,032	H. Trudel	Ottawa	1890	Simcoe, Ont.	35 0	16 0	3 3	13	6	20 pa	R. A. Klock, et al., Klock's Mills, Ont.
116,764	Haddington	Toronto	1904	Toronto, Ont.	206 0	42 6	15 0	1,603	1,010	87 sc	Mathews Steamship Co., Ltd., Toronto, Ont.
121,742	Haldee	Vancouver	1906	Vancouver, B.C.	34 3	10 8	5 0	14	9	1 sc	William A. Baner, Vancouver, B.C.
94,686	Haloro	Collingwood	1889	Collingwood, Ont.	34 0	9 0	3 8	8	5	3 sc	Sir John A. Boyd, Toronto, Ont.
116,470	Halcyon	Vancouver	1886	Vancouver, B.C.	32 2	8 0	3 5	4	3	‡ sc	Percy W. Charleson, Vancouver, B.C.
* 96,794	Halifax	Halifax	1878	New Baltimore, U.S.A.	116 3	30 9	11 5	338	169	43 pa	The Dartmouth Ferry Commission, Dartmouth, N.S.

Formerly "Annex No. 2."



**SESSIONAL PAPER No. 21b**

95,099	Halifax	Halifax	1880	Govan, G.B.	250	3	35	5	21	5	1,875	1,078	350	sc.	The Canada Atlantic & Plant Co., Ltd., Halifax, N.S.
103,886	Halifax	Vancouver	1897	New Westminster, B.C.	45	0	12	0	4	9	28	19	6	sc.	Wilson Logging & Timber Co., Ltd., Vancouver, B.C.
96,715	Hall	Ottawa	1889	Montreal, Que.	102	8	25	5	7	4	247	136	50	sc.	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
122,631	Hallie	Kingston	1906	Kingston, Ont.	25	8	6	0	2	2	2	2	2	sc.	Samuel Anglin, Kingston, Ont.
107,241	Halya	New Westminster	1888	Washington Territory, U.S.A.	40	0	11	0	4	0	44	34	2	sc.	W. W. West, Kootenay, B.C.
103,357	Hamilton	Montreal	{ 1847 1895	Niagara, Ont. Sorel, Que.	175	3	25	2	10	8	938	477	63	pa.	The Richelieu & Ontario Navigation Co., Montreal, Que.
103,842	Hamilton	Ottawa	1896	Sand Point, Ont.	131	4	39	5	7	3	320	202	75	pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,466	Hamilton H	Lindsay	1894	Simcoe, Ont.	36	5	10	4	3	6	22	14	20	pa.	George Gooderham, M.O., Toronto Ont.
107,144	Hamlin	Vancouver	1898	Vancouver, B.C.	146	2	30	8	4	6	515	323	17	pa.	Thomas J. Kiekham, Vancouver, B.C.
100,886	Hampstead	St. John, N.B.	1893	Hampton, N.B.	94	0	17	7	7	0	235	159	20	sc.	L. A. Currey, et al., J.O., St. John, N.B.
121,834	Hampton	"	1905	"	100	1	21	3	5	3	183	115	34	pa.	The Kennebecasis Steamship Co., Ltd., Hampton, N.B.
107,348	Harbinger	Amherst, N.S.	1901	Shelburne, N.S.	97	0	20	0	8	4	109	46	16	sc.	The 'Harbinger' Steamship Co., Ltd., River Hebert, N.S.
84,354	Harlaw	Windsor, N.S.	1881	Port Glasgow, G.B.	165	1	24	5	11	8	451	267	71	sc.	The Halifax & Newfoundland S.S. Co., Ltd., Halifax, N.S.
117,075	Hardy	Toronto	1896	Simcoe, Ont.	37	0	10	0	4	0	28	18	2	pa.	W. E. Bigwood, Toronto, Ont.
103,444	Harold	Ottawa	1887	Amprior, Ont.	17	0	4	5	1	8	1	1	2	sc.	Samuel Sunstrum, jr., Golden Lake, Ont.
116,719	Harold	Quebec	1905	St. Laurent, Que.	31	4	9	4	3	2	7	6	1	sc.	Hon. Richard Turner, Quebec, Que.
96,857	Harold B. Phillips	Sarnia	1890	Lorraine, Wis., U.S.A.	59	0	15	0	8	0	66	31	40	sc.	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
94,845	Harold Gauthier	Windsor, Ont.	1888	Walkerville, Ont.	36	0	9	0	4	2	9	6	2	sc.	O. E. Fleming, Windsor, Ont.
61,153	Harrison	Owen Sound	1864	Buffalo, N.Y., U.S.A.	110	0	18	5	9	3	150	94	75	sc.	E. J. Harrison, M.O., Owen Sound, Ont.
90,762	Harry Baird	Goderich	{ 1885 1886	} Kincardine, Ont.	61	0	17	0	6	0	42	28	25	sc.	Jas. Leighton, Port Elgin, Ont.
90,453	Harry Montgomery	Winnipeg	1887	Selkirk, Man.	24	0	8	0	3	5	4	2	1	sc.	Wm. Hughes, Selkirk, Man.
116,484	Harvey	Wallaceburg	1904	Wilkeport, Ont.	36	0	10	7	4	6	7	4	2	sc.	Harvey Arnold, Wilkesport, Ont.
73,953	Harvey Neelon	St. Catharines	1878	Port Dalhousie, Ont.	74	0	16	6	7	9	65	47	64	sc.	W. M. Carter, Fesserton, Ont.
122,560	Hattie Bell	Peterboro'	1907	Bridgenorth, Ont.	40	1	8	0	3	0	8	5	1	sc.	Mrs. Hattie Bell, et al., Bridgenorth, Ont.

\* Formerly "Bayfield" and "Edsall." + Formerly a sailing vessel.

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## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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108,636	Hawya.	Ottawa.	1896	Ottawa, Ont.	35 3	7 3	3 6	4	3	4 sc.	J. C. Brennan, Ottawa, Ont.
100,623	Hazard	Port Dover.	1892	Simcoe, Ont.	62 7	11 7	6 7	34	23	5 sc.	E. Harris, Port Dover, Ont.
121,735	Hazel	Vancouver.	1906	Vancouver, B.C.	29 0	5 3	2 5	2	2	2 sc.	Ernest S. Wilbrand, Vancouver, B.C.
117,101	Hazel B.	Ottawa.	1904	North Bay, Ont.	65 0	12 7	3 6	27	22	2 sc.	M. C. McCaw, et al., North Bay, Ont.
121,212	Hazel Dollar.	Victoria.	1905	Port Glasgow, G.B.	370 0	50 0	26 7	4,304	2,804	241 sc.	Hazel Dollar Steamship Co., Ltd., Victoria, B.C.
112,277	Hazel E.	Montreal.	1901	Magog, Que.	45 2	8 4	3 6	13	9	1 sc.	Thomas Morten, Newport, Vt., U.S.A.
122,045	Hazel G.	St. Andrews.	1904	Grand Manan, N.B.	35 0	11 0	5 0	10	7	1 sc.	David S. Gaskill, Grand Manan, N.B.
122,433	Hazel W.	Sault Ste. Marie.	1897	Marquette, Mich., U.S.A.	29 0	6 0	3 1	4	3	2 sc.	Mrs. Susan McNabb, Sault Ste. Marie, Ont.
107,834	Hazalton.	Victoria.	1901	Victoria, B.C.	134 0	24 0	4 4	378	236	9 pa.	Hudson Bay Co., London, Eng.
112,067	Hazlitt.	Peterborough.	1902	Simcoe, Ont.	41 6	10 2	3 9	24	15	25 pa.	The Dickson Co., Ltd., Peterborough, Ont.
85,492	Heather Belle.	Collingwood.	1882	Meaford, Ont.	50 0	12 6	5 8	20	13	20 sc.	Emerson Danagh, Owen Sound, Ont.
112,181	Heather Belle.	Toronto.	1902	Harrison, N.J., U.S.A.	36 3	7 1	3 3	9	6	12 sc.	Sidney E. McKinnon, Toronto, Ont.
107,613	Hebron.	Ottawa.	1899	Ottawa, Ont.	98 4	24 0	8 0	149	98	70 sc.	James H. Hall and P. Eligh, J. O., Ottawa, Ont.
112,881	Hectanooga.	Sydney.	1902	U.S.A.	30 0	7 0	2 8	2	2	— sc.	Dr. Horace Rhindress, North Sydney, N.S.

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103,922	Hector.....	Montreal.....	1898	Sorel, Que.....	53 0	15 8	5 7	21	14	12 sc...	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,061	Hector.....	St. Catharines.....	1903	Port Colborne, Ont.....	67 5	16 6	9 9	66	45	13 sc...	Michael J. Hogan, Montreal, Que.
77,771	Helen.....	Goderich.....	1877	Southampton, Ont.....	34 0	10 0	4 0	5	3	8 sc...	B. Mackie, Little Current, Ont.
122,476	Helen.....	Ottawa.....	1903	Midland, Ont.....	25 4	6 1	3 0	2	1	1 sc...	R. C. Argue and Frederick McLaughlin, Latchford, Ont.
122,077	Helen.....	Toronto.....	1906	Hamilton, Ont.....	25 5	6 2	2 7	3	2	1 sc...	Henry Louis Bastien, Hamilton, Ont.
112,228	Helen Glasier.....	St. John, N.B.....	1903	St. John, N.B.....	40 2	8 9	4 2	12	8	6 sc...	Parker Glasier, Lincoln, N.B.
121,914	Helen S.....	Kenora.....	1906	Kenora, Ont.....	38 0	8 0	4 0	13	9	1 sc...	John William Short, Kenora, Ont.
107,696	Helen S.....	Toronto.....	1899	Collin's Inlet, Ont.....	80 0	16 2	9 5	86	58	17 sc...	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
122,120	Helena.....	Halifax.....	1906	Halifax, N.S.....	39 0	9 0	4 8	13	9	4 sc...	George E. Francklyn, Jr., Halifax, N.S.
117,123	Helena.....	Kingston.....	1905	Kingston, Ont.....	44 5	8 7	3 1	10	7	4 sc...	J. H. Willmott, Beaumaris, Ont.
80,534	Helena.....	Toronto.....	1877	Gravenhurst, Ont.....	44 0	7 6	2 8	13	9	10 sc...	Joseph C. Huckins, Toronto, Ont.
122,078	Helena.....	".....	1906	Hamilton, Ont.....	25 5	6 2	2 7	3	2	1 sc...	Henry Louis Bastien, Hamilton, Ont.
116,581	Help.....	Liverpool.....	1903	Liverpool, N.S.....	76 0	27 7	8 4	146	78	29 sc...	The Ingledwood Pulp & Paper Co., Ltd., St. John, N.B.
92,414	Henrietta.....	Chatham, N.B.....	1886	Beaver Point, N.B.....	41 3	13 0	3 7	19	13	8 sc...	George Dutch, Beaver Point, N.B.
100,399	Henrietta.....	Hamilton.....	1894	Hamilton, Ont.....	28 0	7 0	3 6	3	2	4 sc...	J. Edwards, Hamilton, Ont.
100,685	Henrietta.....	New Westminster.....	1891	Seattle, Wash., U.S.A.....	30 0	8 0	4 5	7	5	2 sc...	P. Genelle, Tappen Siding, B.C.
*112,254	Henrietta.....	Vancouver.....			160 0	30 0	18 9	762	518	32 sc...	Mackenzie Bros., Ltd., Vancouver, B.C.
122,026	Hy. D. Davis.....	Liverpool.....	1907	Liverpool, N.S.....	57 3	18 1	7 6	38	29	44 sc...	Duncan C. Mulhall, Liverpool, N.S.
71,107	Henry Smith.....	Chatham, Ont.....	1877	Wallaceburg, Ont.....	69 5	16 0	6 6	40	27	60 sc...	C. W. Gauthier, Sandwich, Ont.
111,921	Hepburn.....	Toronto.....	1901	Racine, Wis., U.S.A.....	50 5	8 6	4 2	15	10	3 sc...	John H. Wilcott, Beaumaris, Ont.
103,685	Herbert.....	Sault Ste. Marie.....	1897	Sault Ste. Marie, Mich., U.S.A.....	42 6	12 0	7 0	21	10	4 sc...	James Connor, Port Arthur, Ont.
92,736	Herbert M.....	Toronto.....	1887	Russell Point, Ont.....	43 0	10 2	5 8	26	18	5 sc...	Chas. Mickle, Gravenhurst, Ont.
116,607	Hercule.....	Montreal.....	1904	Sorel, Que.....	58 0	15 1	7 5	45	28	16 sc...	J. H. Dansereau, Verchere, Que.
122,473	Hercule.....	Ottawa.....	1905	Hull, Que.....	39 0	8 6	3 0	15	10	1 sc...	Joseph Hupe, Hull, Que.
111,448	Hercules.....	".....	1901	Pembroke, Ont.....	46 6	18 0	4 6	21	13	20 sc...	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

\* Formerly a sailing vessel.

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66,949	Hercules	St. John, N.B.	1874	Portland, N.B.	73 0	20 0	8 2	87	24	50 sc	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
122,217	Hercules	Toronto	1906	Toronto, Ont.	100 0	23 1	11 6	234	137	65 sc	Polson Iron Works, Ltd., Toronto, Ont.
107,105	Hercules	Victoria	1898	Nelson, B.C.	79 5	14 8	5 9	65	44	17 sc	A. Campbell, Kaslo, B.C.
.....	Hero	Hamilton	1861	Hamilton, Ont.	65 6	11 8	6 2	.....	37	.....	Thomas Barrie, Sombra, Ont.
122,483	Hero	Quebec	1907	St. Joseph de Lévis, Que.	54 3	15 6	5 7	32	22	6½ sc	Achille Bernier, St. Joseph de Lévis, Que.
94,751	Hero	St. John, N.B.	1889	Portland, N.B.	92 2	21 3	6 2	128	81	50 ps	Parker Glasier, Lincoln, Sunbury Co., N.B.
97,020	Howard McMaugh	St. Catharines	1898	St. Catharines, Ont.	47 0	15 7	8 0	42	29	11 sc	M. P. Davis, Ottawa, Ont.
111,986	Hiawatha	Lindsay	1901	Lindsay, Ont.	48 6	10 6	4 0	22	18	12 ps	R. Kennedy, M.O., Lindsay, Ont.
103,801	Hiawatha	Pictou, N.S.	1904	Pictou, N.S.	51 3	14 6	6 3	49	34	8 sc	T. R. Powell and J. R. Christie, Fisher's Grant, N.S.
72,982	Hiawatha	Sarnia	1874	Dresden, Ont.	92 7	20 0	7 6	163	111	150 sc	Sarnia Tug & Transit Co., Ltd., Sarnia, Ont.
100,768	Hiawatha	Toronto	1886	Toronto, Ont.	56 0	13 3	6 3	46	31	8 sc	Royal Canadian Yacht Club, Toronto, Ont.
121,704	Hiawatha	"	1906	Port Carling, Ont.	49 0	10 6	3 7	27	18	2 sc	T. B. Croucher and A. Croucher, J.O., Port Carling, Ont.
121,727	Hiawatha	Vancouver	1901	Victoria, B.C.	20 0	7 5	3 3	5	3	½ sc	Lyle Macgowan, Vancouver, B.C.
88,214	Hiawatha	Windsor, N.S.	1882	Hautepoint, N.S.	132 3	21 3	8 0	230	117	225 sc	J. A. Farquhar, Halifax, N.S.

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88,568	High Rock (The).	Kingston.....	1885	Kingston, Ont.....	41 6	10 0	3 9	8	5	15 sc...	Thomas Wilson, Montreal, Que.
103,229	High View Launch	Ottawa.....	1893	New York, U.S.A.....	25 2	6 2	2 6	2	1	4 sc...	Mrs. Maria McAllister, Pembroke, Ont.
*107,706	Highland Belle...	Toronto.....	1900	Ottillia, Ont.....	75 0	11 8	5 2	37	24	10 sc...	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
80,866	Highland Mary...	Halifax.....	1880	Shelburne, N.S.....	68 8	22 0	7 0	74	50	180 sc...	Wm. Beasley, et al., Ferguson's Cove, N.S.
111,452	Highlander.....	Winnipeg.....	1900	Selkirk, Man.....	66 0	14 5	6 6	59	39	3 sc...	R. Smith, Selkirk, Man.
116,783	Hilda.....	Vancouver.....	1904	Vancouver, B.C.....	58 0	13 4	6 3	33	22	8 sc...	S. K. Champion and Wm. W. White, Vancouver, B.C.
97,079	Hillsborough.....	Charlottetown.....	1894	Mt. Stewart, P.E.I.....	105 0	25 0	8 4	220	66	304 ps.	The Government of Prince Edward Island, Charlottetown, P.E.I.
115,313	Himera.....	St. John, N.B.....	1902	Port Glasgow, G.B.....	339 3	46 0	25 8	3,606	2,351	303 sc...	Steamship Himera Co., Ltd., Rothesay, N.B.
†116,601	Hiram Walker.....	Montreal.....	1886 1904	Champlain, N.Y..... Sorel, Que.....	97 8	17 6	7 8	127	75	10 sc...	John Paquette, Champlain, Que.
117,077	Holland & Graves, No. 3.	Toronto.....	1906	Simcoe, Ont.....	41 0	10 0	4 0	30	19	2 ps...	W. E. Bigwood, Toronto, Ont.
117,076	Holland & Graves, No. 4.	".....	1906	".....	41 0	10 0	4 0	30	19	2 ps...	W. E. Bigwood, Toronto, Ont.
95,094	Hollybank.....	Vancouver.....	1888	Glasgow, G.B.....	26 0	7 0	3 3	3	1	2 sc...	Mrs. Margaret McIntosh, Vancouver, B.C.
92,303	Home Rule.....	Collingwood.....	1887	Penetanguishene, Ont.....	26 0	5 7	2 4	3	2	2 sc...	Willfred France, Penetanguishene, Ont.
97,001	Home Rule.....	St. Catharines.....	1890	Thorold, Ont.....	74 9	17 0	9 4	81	45	50 sc...	Miss A. M. Hackett, Amherstburg, Ont.
122,195	Homespun.....	New Westminster.....	1907	New Westminster, B.C.....	46 0	10 0	4 5	17	10	18 sc...	Frank S. DeGrey, New Westminster, B.C.
111,498	Houfleur.....	Quebec.....	1900	St. Henri de Taillon, Que.	38 5	10 2	4 9	19	13	3 sc...	Charles Potvin, St. Jérôme, Que.
103,897	Hong Kong.....	New Westminster.....	1897	New Westminster, B.C.....	59 2	12 2	5 4	36	25	4 sc...	Kildala Packing Co., Ltd., Vancouver, B.C.
103,242	Honoré.....	Montreal.....	1894	Verchères, Que.....	51 8	12 7	4 9	23	15	3 sc...	Lyon Cohen, Montreal, Que.
103,144	Hope.....	Quebec.....	1893	Quebec, Que.....	44 6	11 0	4 2	19	7	16 sc...	J. S. Thom, Quebec, Que.
77,562	Hope.....	St. John, N.B.....	1878	Sorel, Que.....	194 0	23 0	7 9	306	168	50 ps...	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
117,007	Hope.....	Victoria.....	1902	Richardson, Wash., U.S.A.....	47 0	12 7	4 9	26	18	8 sc...	Chas. F. Todd, Victoria, B.C.
88,364	Hope.....	".....	1881	Seattle, Wash., U.S.A.....	72 2	16 2	8 5	78	48	5 sc...	Seward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope.....	Windsor, Ont.....	1870	Detroit, Mich., U.S.A.....	35 0	25 0	8 2	170	116	150 sc...	The Bridgeburg & Black Rock Ferry Co., Ltd., Fort Erie, Ont.
116,368	Horton.....	Goderich.....	1906	Goderich, Ont.....	72 0	16 1	8 5	66	45	24 sc...	William Marlon, Goderich, Ont.

\*Formerly "Van Woodland." †Formerly a sailing vessel.

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100,720	Hosanna .....	Montreal .....	1883	Sorel, Que .....	58 6	23 0	6 0	89	59	19 so ..	The Minister of Marine and Fisheries, Ottawa, Ont.
90,549	Houghton .....	" .....	1863	Newburgh, U.S.A. ....	60 5	16 6	6 4	49	24	10 so ..	N. Dymont, Barrie, Ont.
111,985	Hubert .....	Vancouver .....	1902	Vancouver, B.C. ....	32 9	8 9	4 0	6	4	1 so ..	Francis P. Osborn, Vancouver, B.C.
83,364	Hubert Larkin ..	Quebec .....	1883	Lévis, Que .....	61 0	13 5	6 2	49	33	45 so ..	W. J. Foupore, Ottawa, Ont.
100,181	Hudson .....	Montreal .....	1891	Sorel, Que .....	128 5	25 1	6 4	183	80	75 ps ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson .....	Ottawa .....	1899	Barry's Bay, Ont .....	73 5	17 0	3 3	45	37	60 ps ..	H. E. Hudson and J. O. Hudson, Barry's Bay, Ont.
112,232	Hudson .....	St. John, N.B. ....	1903	St. John, N.B. ....	57 7	12 5	4 7	34	23	7 so ..	R. C. Elkin, Ltd., Fairville, N.B.
103,664	Hudson's Bay Messenger.	Winnipeg .....	1897	Kenora, Ont. ....	33 0	7 4	3 2	5	3	1 so ..	Hudson's Bay Co., London, Eng.
107,161	Hugh S .....	Collingwood .....	1897	Collingwood, Ont. ....	50 0	13 4	5 9	24	16	3 so ..	Mrs. Hannah N. Stalker, Collingwood, Ont.
66,091	Humber .....	Quebec .....	1873	South Quebec, Que .....	50 2	11 5	5 7	13	3	25 so ..	Mrs. Alfred Paré, Lachine, Que.
107,456	Hummer .....	Vancouver .....	1896	Vancouver, B.C. ....	26 1	7 2	3 0	3	2	2 so ..	The Wurtaburg Co., Ltd., Vancouver, B.C.
121,751	Hummer .....	" .....	1906	" .....	31 3	5 5	2 4	2	2	2 so ..	Letson & Burpee, Ltd., Vancouver, B.C.
83,343	Hunkidori .....	Quebec .....	1881	Quebec, Que .....	30 4	9 4	4 7	10	3	15 so ..	James Murphy, Quebec, Que.
116,694	Hunter .....	Kenora .....	1903	Kenora, Ont. ....	30 0	8 6	4 0	11	8	1 so ..	Wm. H. Butcha, Kenora Ont.

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121,965	Hunter	Kingston	1906	Gananoque, Ont.	28 0	5 7	2 3	2	1	4 sc	Charles T. Munroe, Gananoque, Ont.
116,766	Hunter	Toronto	1894	Simcoe, Ont.	37 0	10 0	3 5	14	9	2 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
116,990	Hunter W	Kenora	1905	Detroit, Mich., U.S.A.	18 8	5 0	2 0	1	1	1 sc	R. Wolff, Kenora, Ont.
107,245	Huron	New Westminster	1892	New Westminster, B.C.	30 0	7 0	3 0	7	5	1 sc	The Cleve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
71,216	Huron	Sarnia	1875	Point Edward, Ont.	238 5	53 9	12 8	1,052	638	300 sc	Grand Trunk Railway Co., Montreal, Que.
85,321	Huron	Toronto	1882	Owen Sound, Ont.	71 7	15 3	8 5	70	56	8 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
100,948	Huron Belle	Collingwood	1889	Sand Beach, U.S.A.	50 0	12 0	5 0	27	18	3 sc	Geo. A. Fraser, Simcoe, Ont.
107,168	Huronie	"	1902	Collingwood, Ont.	321 0	43 0	23 4	3,330	2,211	245 sc	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
122,516	Hustler	Vancouver	1907	Vancouver, B.C.	57 0	14 0	6 4	44	30	6 sc	Napoleon J. Mayhew, Vancouver, B.C.
100,637	Hyak	Victoria	1892	Golden, B.C.	81 0	11 2	3 9	39	25	2 ps	The Upper Columbia Nav. & Transp. Co., Ltd., Golden, B.C.
88,260	Hydra	Deeronto	1892	Trenton, Ont.	40 0	7 0	4 7	6	4	3 1/2 sc	Seth Benson, Deseronto, Ont.
100,460	Hygeia	Sydney	1886	Lévis, Que.	72 6	16 6	6 7	58	39	21 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
92,440	Hygeia	Toronto	1886	Kingston, Ont.	30 0	5 4	2 6	2	1	1 sc	Samuel May, Toronto, Ont.
112,263	I. C. U	Digby	1892	Yarmouth, N.S.	25 5	7 5	3 5	4	4	5 sc	H. W. Cann, Bridgetown, N.S.
111,761	Iagara	Kingston	1901	Kingston, Ont.	40 8	9 6	4 0	7	5	5 sc	John H. Davis, Kingston, Ont.
112,307	Iceland	Winnipeg	1904	The Narrows, Lake Manitoba, Man.	44 0	13 0	5 0	34	23	2 sc	Helgi Emarsson, The Narrows, Man.
83,326	Ida	Ottawa	1890	Lake Barrière, Que.	56 2	18 0	4 9	17	11	18 sc	J. C. Edwards, Ottawa, Ont.
88,564	Ida	"	1884	Deeronto, Ont.	95 6	20 6	6 2	247	153	75 sc	J. T. Lemay and A. Roy, Hull, Que.
*85,367	Ida	"	1881	Brookville, Ont.	46 0	8 0	9 8	21	6	10 sc	Arthur Starkey, Parry Sound, Ont.
92,613	Ida	Port Arthur	1887	Port Arthur, Ont.	44 4	11 1	5 3	19	13	2 sc	Murdoch McInnes and A. E. Sutherland, J.O., Port Coldwell, Ont.
92,757	Ida	Quebec	1889	Quebec, Que.	49 5	12 2	4 6	26	7	25 sc	A. H. Lomer, Montreal, Que.
103,354	Ida	"	1877	Portsmouth, Ont.	35 0	7 2	3 0	10	9	1 sc	Quebec & Lake St. John Railway Co., Montreal, Que.
100,460	Ida	Winnipeg			49 5	9 0	4 3	19	13	4 sc	P. McArthur, Westbourne, Man.

\* Formerly "Bella."  
† Formerly a sailing vessel.

**\* Formerly "Bella."**

## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. — Tonnage brut.	Registered Tonnage. — Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. — Puissance des machines en chevaux et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant et adresse.
122,634	Ida II	Kingston	1906	Kingston, Ont.	55 0	8 7	4 2	17	11	8 sc.	John. H. Davis, Kingston, Ont.
90,559	Ida Bell	Port Burwell	1890	Clear Creek, Ont.	28 0	7 0	3 2	6	3	2 sc.	C. C. Bates, Clear Creek, Ont.
103,188	Ida Lue	Yarmouth	1896	Shelburne, N.S.	61 0	13 6	6 7	45	30	21 sc.	Jos. H. Morehouse, <i>et al.</i> , Sandy Cove, N. S.
71,074	Ida M	Amherstburg	1890	Detroit, Mich., U.S.A.	60 0	10 0	4 8	14	7	8 sc.	John McCormick, Pelee Island, Ont.
96,984	Idaho	New Westminster	1888	Idaho, U.S.A.	36 5	9 0	3 8	6	4	1 sc.	Arthur Bunting, Bonner's Ferry, Idaho, U.S.A.
100,136	Idell	Winnipeg	1892	Selkirk, Man.	70 2	16 5	6 0	54	37	7 sc.	Northwest Navigation Co., Ltd., Winnipeg, Man.
116,663	Idle Hour	Midland	1906	Midland, Ont.	48 0	10 0	4 0	20	14	6 sc.	Manley Chew, Midland, Ont.
103,094	Idle Hour	Montreal	1891	New York, U.S.A.	26 6	6 0	2 4	4	3	1 sc.	M. Molson, Montreal, Que.
116,866	Idler	Ottawa	1904	Hawkesbury, Ont.	61 0	17 6	4 4	51	32	35 sc.	Mrs. Cornelia M. Lawlor and Wm. E. Lawlor, J. O., Hawkesbury, Ont.
111,539	Idler	Vancouver	1898	Vancouver, B.C.	32 0	8 0	3 2	4	2	2 sc.	Stanley Menhinick and Thos. J. Dunn, Arrowhead, B.C.
122,366	Idonno	Kingston	1907	Gananoque, Ont.	29 6	6 7	3 0	4	3	2 sc.	George H. Funnell, Gananoque, Ont.
121,722	Ilia	Vancouver	1906	Vancouver, B.C.	32 0	10 2	5 1	15	10	1 sc.	Geo. W. Marshall, Vancouver, B.C.
112,298	Iland	Winnipeg	1902	Selkirk, Man.	62 0	12 6	...	30	20	2 sc.	The Imperial Fish Co. Ltd., Selkirk, Man.
100,048	Illecillewaet	Kingston	1897	Brookville, Ont.	50 4	7 8	4 5	16	10	10 sc.	G. A. Hammond, Kingston, Ont.



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107,486	Imperial	Sault Ste. Marie	1876	Buffalo, N.Y., U.S.A.	54 0	14 0	5 5	36	22	— sc	James Ganley, Sault Ste. Marie, Ont.
121,945	Imperial	Sorel	1907	Sorel, Que.	200 0	41 9	7 6	1,068	578	384 pa.	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
111,577	Ina	Toronto	1901	Toronto, Ont.	56 0	9 3	3 7	14	10	3 sc	Wm. J. Gage, Toronto, Ont.
116,759	Ina	"	1904	Parry Sound, Ont.	53 0	10 8	5 6	27	18	1 sc	John Galna and R. W. Dauter, Parry Sound, Ont.
107,785	India	Kingston	1899	Garden Island, Ont.	215 9	36 4	15 0	976	573	118 sc	The Calvin Co., Ltd., Garden Island, Ont.
126,971	Indiola	Toronto	1905	Toronto, Ont.	34 0	8 0	3 0	6	4	13 sc	Isaac N. Devina, Toronto, Ont.
112,179	Inenew	"	1902	"	86 5	18 0	7 7	109	46	13 sc	Hudson's Bay Co., London, Eng.
88,536	Inez	Hamilton	1899	Carleton Place, Ont.	24 6	6 1	3 5	2	2	3 sc	Geo. T. Tuckett, Hamilton, Ont.
85,427	Inez	St. Catharines	1884	Welland, Ont.	65 0	15 9	8 0	59	34	20 sc	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
96,906	Ingomar	Kingston	1890	Carleton Place, Ont.	61 0	10 5	3 6	22	13	20 sc	Edmond Robinaut, Valleyfield, Que.
121,956	Iun (The)	Kingston	1905	Gananoque, Ont.	25 0	5 6	2 2	2	1	1 sc	Frederick J. Henderson, Gananoque, Ont.
180,690	International	Prescott	1881	Montreal, Que.	182 0	30 0	10 0	395	269	150 sc	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
96,949	International	Sarnia	1872	Fort Erie, Ont.	210 0	40 0	12 0	851	559	300 sc	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.
103,489	International	Victoria	1896	Kaslo, B.C.	142 0	24 9	5 6	526	281	17 pa.	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
83,374	Inter-Ocean	Toronto	1881	Nipissing Ont.	103 4	22 5	6 0	144	98	15 sc	The Muskoka & Nipissing Nav. Co. Ltd., Gravenhurst, Ont.
94,682	Interocean	Collingwood	1888	Collingwood, Ont.	74 0	16 0	7 2	156	98	7 sc	E. G. Shortis, Wallaceburg, Ont.
*107,323	Inverness	Halifax	1895	West Mystic, Conn., U.S.A.	91 4	16 5	7 0	67	46	15 sc	R. J. Leslie, Halifax, N.S.
122,168	Invicta	Vancouver	1904	Vancouver, B.C.	26 0	8 0	3 0	8	5	3 sc	Thomas J. Cook, Vancouver, B.C.
122,220	Iola	Toronto	1903	Hamilton, Ont.	37 0	10 3	4 2	13	9	13 sc	Robert J. Lovell, et al., Toronto, Ont.
112,338	Iona	Collingwood	1904	Meaford, Ont.	58 2	13 2	5 6	29	20	9 sc	Hector McInnes, Meaford, Ont.
122,635	Iona	Kingston	1906	Kingston, Ont.	60 0	10 0	4 4	21	15	14 sc	John H. Davis, Kingston, Ont.
94,922	Iona	Pictou, Ont.	1892	Trenton, Ont.	123 5	24 2	10 2	232	167	10 sc	E. A. Hall, L'Orignal, Ont.
107,283	Iona	Sydney	1900	Liverpool, N.S.	72 0	16 4	7 3	54	35	30 sc	David Rudderham, North Sydney, N.S.
100,199	Iona	Vancouver	1891	Vancouver, B.C.	63 0	14 6	5 7	5	36	5 sc	A. McDermott, Vancouver, B.C.
112,296	Iona	Winnipeg	1898	Winnipegosis, Man.	58 0	12 0	4 4	38	23	4 sc	Peter McArthur, Westbourne, Man.

\* Formerly "Helen May Butler." † Formerly "South Eastern."

## ALPHABETICAL List of Canadian Steam Vessels on Registry Books, &amp;c.—Continued

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*116,964	Ionio.....	Sarnia.....	1872	Buffalo, N.Y., U.S.A....	238 2	35 6	12 6	1,708	1,030	125 sc..	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont. G. Hamilton, Spanish River, Ont.
100,764	Iota.....	Toronto.....	1894	Spanish River, Ont. ....	34 0	8 4	4 0	6	4	6 sc..	
122,164	Ipscot.....	Vancouver.....	1902	Vancouver, B.C. ....	28 7	9 2	2 7	8	5	1 sc..	George M. Dusenbury, Vancouver, B.C.
108,932	Irene.....	Chatham, N.B.....	1887	Port Hawkesbury, N.S....	36 3	11 3	4 7	10	7	6 sc..	Jas. Robinson, Derby, N.B.
88,530	Irene.....	Hamilton.....	1887	Hamilton, Ont. ....	26 6	6 0	3 2	24	16	3 sc..	Thomas Christie, Hamilton, Ont.
111,757	Irene.....	Kenora.....	1900	Kenora, Ont. ....	40 0	8 0	3 5	10	6	1 sc..	J. D. Johnston, Kenora, Ont.
92,267	Irene.....	Ottawa.....	1881	Ottawa, Ont. ....	31 0	6 0	3 0	3	2	10 sc..	Charles Wynn, Peterborough, Ont.
+92,728	Irene.....	Midland.....	1887 1905	Penetanguishene, Ont. } Midland, Ont. ....	69 0	12 0	5 3	45	18	9 sc..	Ira Hill, Midland, Ont.
111,964	Irene.....	New Westminster... {	1904	Saturna Island, B.C.....	20 0	5 0	3 0	2	2	1 sc..	Ah See, Coal Islands, B.C.
107,943	Irene.....	St. Catharines.....	1892	Hamilton, Ont. ....	25 3	6 0	2 2	3	2	4 sc..	Harry Leslie, Port Colborne, Ont.
108,608	Irene.....	Sydney.....	.....	Great Britain.....	25 8	7 0	4 2	3	2	2 sc..	F. J. Kelley, North Sydney, N.S.
92,444	Irene.....	Toronto.....	1887	Toronto, Ont. ....	42 0	8 0	4 5	7	5	3 sc..	Geo. F. Oakley and T. H. Allen, J.O., Toronto, Ont.
121,832	Irene.....	St. John, N.B.....	1904	St. John, N.B.....	37 9	9 5	3 5	10	7	2 sc..	F. P. Starr, St. John, N.B.

\* Formerly "Cuba." + Formerly "Maud."

LIST OF STEAM VESSELS

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116,401	Irene.	Victoria.	1903	Nakusp, B.C.	60 0	13 0	5 3	29	20	7 sc.	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
92,562	Iris.	Halifax.	1887	Dartmouth, N.S.	24 4	2 7	2 5	2	1	2 sc.	Chas. S. Pickford, Halifax, N.S.
112,200	Iris.	Hamilton.	1903	Hamilton, Ont.	47 0	10 0	5 6	16	9	20 sc.	Francis W. Merchant, London, Ont.
107,640	Iris.	New Westminster.	1899	New Westminster, B.C.	54 0	11 5	5 5	38	24	2 sc.	The Brunette Sawmills Co., Ltd., New Westminster, B.C.
111,456	Irene.	Winnipeg.	1901	Killarney, Man.	32 0	9 0	3 0	7	6	1 sc.	G. Hibbert, Killarney, Man.
116,364	Iroquois.	Goderich.	1902	Warton, Ont.	104 4	20 0	8 7	240	163	30 sc.	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
116,850	Iroquois.	Owen Sound.	1907	Huntsville, Ont.	118 5	23 0	7 5	307	198	28 sc.	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Limited, Huntsville, Ont.
112,073	Iroquois.	Peterborough.	1903	Detroit, Mich., U.S.A.	22 6	5 8	2 1	2	2	4 sc.	Mrs. F. A. Price, Massanoga, Ont.
* 111,855	Iroquois (The).	Toronto.	1902	Toronto, Ont.	260 0	43 2	25 2	2,859	1,452	79 sc.	St. Lawrence & Toronto Steam Nav. Co., Ltd., Toronto, Ont.
107,822	Iroquois.	Victoria.	1903	Port Moody, B.C.	82 0	20 0	7 7	195	94	20 sc.	Sidney & Nanaimo Trans. Co., Victoria, B.C.
117,002	Isaac.	New Westminster.	1904	Port Guichon, B.C.	32 3	9 5	3 3	8	6	5 sc.	Jas. Caulfield and G. C. Walker, North Vancouver, B.C.
116,742	Isaac N. Veasey.	Halifax.	1888	Poonoche, Md., U.S.A.	96 0	17 4	7 6	89	60	7½ sc.	R. G. Roach, Bay of Islands, Nfld.
103,226	Isabel.	Ottawa.	1890	Brookville, Ont.	20 4	4 8	2 4	1	1	1 sc.	E. Farmer and J. B. Tierny, Arnprior, Ont.
111,505	Isabel.	St. John, N.B.	1300	Detroit, Mich., U.S.A.	23 5	5 6	2 3	1	1	— sc.	Wm. T. Chestnut, Fredericton, N.B.
112,304	Isabelle.	Winnipeg.	1903	Winnipegosis, Man.	64 0	16 0	6 0	41	28	4 sc.	Peter McArthur, Westbourne, Man.
96,703	Isahway.	Ottawa.	1888	Brookville, Ont.	46 4	8 2	3 6	7	5	10 sc.	E. A. Small, Montreal, Que.
107,873	Ishkoodah.	Lindsay.	1893	Carleton Place, Ont.	30 0	6 2	2 2	3	2	6 sc.	G. S. Ryerson, M.D., Toronto, Ont.
96,848	Island Belle.	Sarnia.	1882	Toledo, Ohio, U.S.A.	64 0	16 0	6 0	31	21	4 sc.	J. Garrock, Sarnia, Ont.
85,547	Island Gem.	Yarmouth.	1883	Yarmouth, N.S.	41 7	12 7	5 0	16	11	10 sc.	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen.	Montreal.	1887	Kingston, Ont.	91 8	19 9	6 0	98	62	50 sc.	L. J. Cosgrove and P. J. Craig, Toronto, Ont.
117,078	Island Queen.	Toronto.	1905	Toronto, Ont.	97 8	20 3	5 4	129	88	16 sc.	The Toronto Ferry Company, Ltd., Toronto, Ont.
123,110	Islander.	Charlottetown.	1906	Shelburne, N.S.	67 0	17 5	7 6	54	37	16 sc.	The Island Tug Co., Ltd., Charlottetown, P.E.I.
111,567	Islander.	Toronto.	1900	Gravenhurst, Ont.	100 0	17 4	5 7	165	78	14 sc.	The Muskoka Lakes Nav. & Hotel Co., Ltd., Toronto, Ont.
190,566	Islay.	"	1886	Orillia, Ont.	116 0	18 0	6 2	175	119	39 sc.	Chas. McInnes, Orillia, Ont.

\* Formerly "Tadenac." † Formerly "Orillia."

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116,560	Lalway	Montreal	1904	Kingston, Ont.	51 8	10 5	4 4	14	9	5 sc.	Lalway Fish & Game Club, Ltd., Montreal, Que.
111,796	Laobel	Port Hawkebury	1906	Port Hawkebury, N.S.	41 6	14 0	5 9	24	20	1 sc.	Graham Fraser, New Glasgow, N.S.
116,712	Ivan R.	Quebec	1903	Grandes Piles, Que.	67 8	15 8	4 6	66	45	4 sc.	Wm. Ritchie, Three Rivers, Que.
121,763	Ivanhoe	Vancouver	1906	Vancouver, B.C.	32 2	10 3	4 7	12	8	1½ sc.	Charles A. Godson, Vancouver, B.C.
22,547	Ivanhoe	"	1907	"	99 7	22 5	10 9	182	123	26 sc.	George I. Wilson, Vancouver, B.C.
88,231	Ivy	Brookville	1894	Brookville, Ont.	44 9	8 4	3 6	7	5	3 sc.	D. B. Madenham, Cornwall, Ont.
116,809	J. A. Paul	Sorel	1906	Sorel, Que.	71 1	14 2	5 6	49	33	3 sc.	Joseph A. Paul, Sorel, Que.
*90,527	J. B. McLeod	Chatham, Ont.	1883	Mitchell's Bay, Ont.	53 5	12 1	5 7	18	14	35 sc.	Robt. H. Dobson, Southampton, Ont.
100,942	J. C. Elze	Collingwood	1883	Waukegan, Ont.	44 0	11 0	3 6	33	21	3 pa.	Georgian Bay Lumber Co., Ltd., Waukegan, Ont.
112,385	J. D. Hamill	"	1904	Meaford, Ont.	80 0	16 2	8 6	111	76	24 sc.	Joel Perkins, et al., J.O., Meaford, Ont.
100,089	J. D. Hewis	Toronto	1882	Midland, Ont.	55 6	12 4	5 3	51	35	2 sc.	David Hewis, M.O., Midland, Ont.
122,179	J. D. Morrison	Port Arthur	1907	Collingwood, Ont.	78 0	20 0	11 6	116	79	32 sc.	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.

\* Formerly "Ecl."

## SESSIONAL PAPER No. 21b

122,161	J. E. Boyden	Vancouver	1898	Seattle, Wash., U.S.A.	84 4	19 0	9 7	122	83	37 sc	Simon F. MacKenzie, Vancouver, B.C.
116,896	J. E. Mills	Sarnia	1893	Marysville, U.S.A.	108 0	23 5	7 8	149	64	26 sc	Charles E. Millard, Sarnia, Ont.
117,061	J. F. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	4 sc	J. F. Hurdman, Ottawa, Ont.
107,946	J. G. Gidley	St. Catharines	1901	Little Current, Ont.	70 5	14 7	7 0	57	39	14 sc	John J. Conlon, Thorold, Ont.
122,281	J. G. Witherbee	Quebec	1872	Philadelphia, Pa., U.S.A.	111 2	22 0	9 8	165	82	49 sc	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
111,619	J. H. Hackett	"	1901	Quebec, Que.	87 9	21 2	8 8	117	80	34 sc	Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
107,170	J. H. McDonald	Collingwood	1902	Collingwood, Ont.	65 0	12 0	6 9	41	28	11 sc	J. F. McDonald, Blind River, Ont.
116,314	J. K. Secor	Amherstburg	1884	Toledo, O., U.S.A.	77 5	15 9	7 4	83	56	6 sc	Albert Henning, Pelee Island, Ont.
111,802	J. L. Beckwith	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A.	60 0	19 6	7 0	61	33	10 sc	Wm. Grierson, Sault Ste. Marie, Ont.
94,624	J. L. Murphy	Ottawa	1888	Sand Point, Ont.	101 5	22 0	8 6	173	109	13 sc	The Upper Ottawa Improvement Co. Ltd., Ottawa, Ont.
107,333	J. L. Nelson	Halifax	1899	Yarmouth, N.S.	64 0	13 8	5 6	38	19	12 sc	Chas. W. Ackhurst, Halifax, N.S.
116,897	J. M. Diver	Sarnia	1904	Sarnia, Ont.	67 6	16 4	9 0	48	33	40 sc	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,309	J. M. Smith	Winnipeg	1906	Winnipeg, Man.	120 0	21 0	4 0	179	122	8 pa	Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
107,163	J. S. Blazier	Collingwood	1867 } 1892 }	East Saginaw, Mich., U.S.A.	80 0	14 0	9 0	89	60	75 sc	C. S. Boone, Toronto, Ont.
117,000	J. S. Thompson	Ottawa	1902	Simcoe, Ont.	40 0	16 0	3 6	13	8	2 sc	J. F. Hurdman, Ottawa, Ont.
112,269	J. Paul	Montreal	1901	Sorel, Que.	40 0	11 1	4 8	19	13	3 sc	Ovide Paul, Sorel, Que.
112,080	Jack	Quebec	1901	Montmagny, Que.	49 8	14 2	5 8	31	21	4 sc	Wm. Price, Quebec, Que.
122,283	Jack Winton	Prince Albert	1907	Prince Albert, Sask.	50 0	15 0	2 5	19	12	3 pa	Prince Albert Lumber Co., Ltd., Prince Albert, Sask.
66,033	James	Quebec	1870	St. Romuald, Que.	105 2	20 4	7 7	127	31	20 pa	W. Paul, jun., Sorel, Que.
116,373	James Adams	Port Arthur		Duluth, Minn., U.S.A.	68 0	12 0	7 0	51	35	— sc	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
107,154	James Dornville	Vancouver	1898	Vancouver, B.C.	121 6	25 8	4 7	496	294	15 pa	Klondike, Yukon & Stewart Pioneers Ltd., London, Eng.
111,511	James Holly	St. John, N.B.	1901	St. John, N.B.	48 0	13 8	6 5	31	21	5 sc	James Holly, St. John, N.B.
*71,219	James Leighton	Sarnia	1875	Moore, Ont.	39 2	13 7	5 6	23	16	26 sc	James Leighton, Port Elgin, Ont.
96,844	James McKeon	"	1893	Sarnia, Ont.	52 5	12 5	5 0	36	24	30 sc	Blind River Towing Co., Ltd., Sarnia, Ont.
96,842	James Mayhew	Port Arthur			40 0	10 6	4 7	17	12	— sc	Eli J. Nuttall, Port Arthur, Ont.

\* Formerly a sailing vessel.

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116,971	James Neilson.....	Chatham, N.B.....	1904	Chatham, N.B.....	61 0	14 5	5 7	31	21	2 sc.	Wm. Danery and H. B. McDonald, J. O., Chatham, N.B.
107,945	James Norris.....	St. Catharines.....	1868	Port Dalhousie, Ont.....	74 0	14 6	7 6	50	34	36 sc.	James T. Davis, Montreal, Que.
100,943	James Playfair...	Collingwood...	1884	Collingwood, Ont.....	50 0	11 6	6 0	26	18	3 sc.	Abram Hoover, Dunnville, Ont.
*116,398	James Reid.....	Sarnia.....	1875	Wilmington, Del., U.S.A.	117 0	23 0	12 7	181	123	94 sc.	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,307	James Storey.....	Collingwood.....	1888	Collingwood, Ont.....	63 0	14 2	7 3	49	33	14 sc.	H. W. Saxton, Aylmer, Ont.
121,708	James Whalen...	Toronto.....	1905	Toronto, Ont.....	108 0	24 0	13 0	313	156	66 sc.	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
85,369	Janet Craig.....	Ottawa.....	1884	Bristol, Que.....	50 0	13 0	3 9	12	6	20 sc.	W. G. Workman, Ottawa, Ont.
117,191	Jap.....	Kenora.....	1906	Kenora, Ont.....	23 0	6 0	2 5	3	2	1 sc.	Scott & Hudson Building Co., Ltd., Kenora, Ont.
97,107	Jean.....	Port Burwell.....	1889	Buffalo, N.Y., U.S.A.....	49 0	12 4	4 4	21	14	4 sc.	Harry H. Boyd, Port Burwell, Ont.
122,064	Jean.....	Montreal.....	1905	Montreal, Que.....	35 8	8 3	3 6	7	4	2 sc.	Charles O. Clark, St. Paul, Que.
+92,590	Jeanne.....	".....	1898 1898	".....	73 7	10 2	7 0	37	25	10 sc.	L. J. Tarte, Montreal, Que.
77,925	Jennie B.....	Charlottetown.....	1878	Chatham, N.B.....	41 9	8 3 <sup>1</sup>	3 2	20	11	8 pa.	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie G. Harper.	Chatham, Ont.....	1874	Chatham, Ont.....	48 0	8 7	3 0	20	18	12 sc.	Jas. Filgrim, Meaford, Ont.
100,795	Jennie June.....	New Westminster.....	1887	Seattle, Wash., U.S.A.....	29 8	8 0	3 8	4	4	1 sc.	J. A. Clarke, New Westminster, B.C.

\* Formerly "Protector." † Formerly "Chipmunk."

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107,814	Jennie Mac.	Peterborough.	1899	Peterborough, Ont.	33 2	7 2	3 4	5	3	6 sc	C. B. McAllister, Peterborough, Ont.
74,400	Jennie Willson	Toronto	1879	Toronto, Ont.	36 3	7 8	3 6	7	5	6 sc	The Snider Lumber Co., Ltd., Water- loo, Ont.
†107,898	Jessie	Quebec	1879	Buffalo, N.Y., U.S.A.	46 0	12 5	5 6	19	13	7 sc	Achille Bernier, St. Joseph de Lévis, Que.
112,069	Jessie	Peterborough.	1900	Bayonne, Mich., U.S.A.	31 0	7 5	3 6	9	6	2 sc	Stanley Burton, Peterborough, Ont.
107,721	Jessie	Vancouver.	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc	Controller Northwest Mounted Police, Ottawa, Ont.
126,043	Jessie B.	Port Arthur.	1905	Rosport, Ont.	29 0	8 0	4 0	5	3	1 sc	William Dampier, Port Coldwell, Ont.
107,744	Jessie Bain.	Kingston	1888	Clayton, N.Y., U.S.A.	70 8	14 8	5 0	67	41	14 sc	The St. Lawrence River Steamboat Co., Ltd. Kingston, Ont.
103,643	Jessie Forward	"	1886	Millhaven, Ont.	36 6	7 7	4 2	6	4	2 sc	J. F. Walsh, Napanee, Ont.
96,780	Jessie Grav.	Halifax	1899	Marble Mt., N.S.	80 0	17 9	5 7	76	48	20 pa	Bras d'Or Lime Co., Ltd., Halifax, N.S.
70,283	Jessie Hall	Montreal	1867	Buffalo, N.Y., U.S.A.	83 5	17 0	8 6	57	29	120 sc	Montreal Transportation Co., Ltd., Montreal, Que.
97,009	Jessie Hume	St. Catharines	1894	St. Catharines, Ont.	62 9	15 4	8 3	58	40	38 sc	Minister of Public Works, Ottawa, Ont.
116,245	Jessie M.	Sault Ste Marie	1903	Algoma, Mills Ont.	42 0	10 0	4 2	14	8	1½ sc	Alphonse Metiver, Algoma Mills, Ont.
117,118	Jessie Mac.	Vancouver.	1906	Vancouver, B.C.	61 5	16 0	7 5	57	39	8 sc	John McDawen, Vancouver, B.C.
100,628	Jim and Tom	Port Dover.	1907	Collingwood, Ont.	63 6	14 6	6 6	33	32	10 sc	Jas. and T. H. Low, Port Dover, Ont.
100,635	Joan	Victoria	1892	Victoria, B.C.	176 8	30 0	11 0	821	544	86 sc	Esquimalt & Nanaimo Ry. Co., Victoria, B.C.
111,572	Joe	Toronto	1900	Huntville, Ont.	65 0	13 0	4 9	57	39	6 sc	The Huntville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntville, Ont.
122,322	Joe	Vancouver.	1906	Everett, Wash., U.S.A.	27 0	8 2	4 0	5	4	1 sc	George A. Walkem, Vancouver, B.C.
116,378	Joe Dudley	Port Arthur.	1865	Buffalo, N.Y., U.S.A.	70 0	15 0	8 6	52	36	10 sc	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
74,371	Joe Knight.	St. Catharines	1867	" "	35 5	11 3	4 4	14	11	10 sc	Jas. Murray, St. Catharines, Ont.
111,670	John.	Montreal	1902	Pt. Fortune, Que.	65 0	24 0	3 3	34	21	1 pa	Merile Larocque, Point Fortune, Que.
92,556	John A.	"	1888	Montreal, Que.	57 2	12 8	5 6	20	13	3 sc	J. C. Weir, Montreal, Que.
107,853	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	141 6	28 2	4 8	547	316	160 pa	R. B. Snowdon, Dawson, Yukon Territory.
121,705	John Fraser	Toronto	1905	Parry Sound, Ont.	31 6	8 0	3 2	6	4	½ sc	John Fraser, Parry Sound, Ont.
112,084	John Glenn.	Kenora	1899	Keewatin, Ont.	32 0	10 0	3 4	14	4	3 pa	Keewatin Lumber Co., Ltd., Kee- watin, Ont.

† Formerly "M. M. Drake."

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92,387	John Haggart.....	Kingston.....	1887	Perth, Ont.....	99 9	17 5	6 0	184	104	65 sc ..	W. C. Fremlin, St. Joseph Island, Ont.
85,519	John Haulan.....	Toronto.....	1884	Port Dalhousie, Ont.....	71 0	16 0	6 0	37	25	25 sc ..	Lawrence Solman, Toronto, Ont.
90,691	John Hunter .....	St. Catharines.....	1885	St. Catharines, Ont.....	54 6	12 8	6 3	32	22	14 sc ..	James Murray, St. Catharines, Ont.
107,002	John Irwin.....	Halifax.....	1887	Painley, G. B.....	140 0	23 1	9 7	303	80	68 sc ..	The Port Hood Richmond Railway Coal Co., Ltd., Halifax, N.S.
107,136	John J. Noble.....	Goderich.....	1901	Goderich, Ont.....	68 1	15 1	6 9	38	23	13 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
108,693	John Jordan.....	Sault Ste. Marie.....	1896	Bay City, Mich., U.S.A.....	29 7	8 0	3 0	6	3	5 sc ..	Blind River Towing Co., Blind River, Ont.
97,087	John L. Cann.....	Yarmouth.....	1891	Yarmouth, N.S.....	97 8	19 8	9 0	166	77	34 sc ..	H. B. Cann, Yarmouth, N.S.
107,242	John L. Card.....	Victoria.....	1897	New Westminster, B.C.....	92 0	24 0	8 0	141	96	5 sc ..	Federation Brand Salmon Canning Co., Ltd., Victoria, B. C.
100,122	John Lee Senior.....	Wallaceburg.....	1888	Wallaceburg, Ont.....	86 0	21 0	7 2	88	60	9 sc ..	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie.....	Southampton.....	1893	Goderich, Ont.....	76 0	13 8	5 5	37	25	13½ sc ..	John Logie, Southampton, Ont.
77,992	John McDonald.....	Ottawa.....	1879	Ottawa, Ont.....	48 0	8 6	3 0	24	16	6 sc ..	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,187	John McKay.....	Goderich.....	1901	Goderich, Ont.....	68 1	15 1	6 9	34	23	14 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
112,389	John McRae.....	Collingwood.....	1905	Meaford, Ont.....	62 0	14 0	6 4	34	23	10 sc ..	John McRae, Meaford, Ont.
117,121	John Randall.....	Kingston.....	1905	Kingston, Ont.....	104 4	22 5	7 7	166	76	13½ sc ..	John Randall, M.O., Seeley's Bay, Ont.





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108,002	Juno.....	Yarmouth.....	1886	Yarmouth, N.S.....	37 0	9 2	4 0	9	2	2 sc ..	L. E. Baker, Yarmouth, N.S.
*90,571	Kaministiquia .....	Port Arthur.....	1886	Toronto, Ont.....	109 0	22 0	7 0	106	72	13 sc ..	A. J. Thompson, et al., J.O., Port Arthur, Ont.
96,999	Kaslo .....	New Westminster.....	1892	Kootenay Lake, B.C.....	62 0	13 5	6 0	51	35	13½ sc ..	C. Sweeney, Vancouver, B.C.
107,827	Kaslo .....	Victoria.....	1900	Kaslo, B.C.....	173 5	27 0	7 4	765	370	32 ps ..	A. H. MacNeill, Roseland, B.C.
107,887	Kate.....	Montreal.....	1900	Montreal, Que .....	67 0	16 2	7 9	61	42	13 sc ..	E. A. D. Morgan, Montreal, Que.
80,728	Kate.....	Quebec.....	1880	Lévis, Que.....	48 9	12 6	6 0	23	7	18 sc ..	John Taylor, Montreal, Que.
117,034	Kate.....	Sault Ste. Marie.....	1889	Bay Mills, Mich., U.S.A.	63 0	16 0	6 9	63	30	8 sc ..	Joseph Ganley, Sault Ste. Marie, Ont.
112,175	Kate.....	Toronto.....	1902	Toronto, Ont.....	63 0	9 3	4 0	22	15	4 sc ..	H. M. Mowat, Toronto, Ont.
71,224	Kate Marks .....	Sault Ste. Marie.....	1875	Bruce Mines, Ont.....	52 0	13 6	5 6	54	43	4 sc ..	Thomas Marks, Port Arthur, Ont.
83,383	Kate Murray.....	Toronto .....	1878	Hamilton, Ont.....	36 6	6 5	3 0	3	2	5 sc ..	Mrs. Mary J. Vanderburg, Port Carling, Ont.
121,912	Kathleen .....	Kenora.....	1906	Kenora, Ont.....	60 0	13 6	4 0	51	35	3 sc ..	Albert Robertson and Russell E. Donohoe, Kenora, Ont.
116,631	Kathleen.....	Lindsay .....	1905	Lindsay, Ont .....	66 0	14 0	4 0	37	26	6 sc ..	Edward Elliott, M.O., Lindsay, Ont.

\*Formerly "Imperial."

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126,081	Kathleen.....	Liverpool.....	1907	Liverpool, N. S.....	75 1	16 4	7 1	63	38	16 3	sc ..	Mrs. Rosanna Neville, Halifax, N. S.
112,236	Kathleen.....	St. John, N. B.....	1903	St. John, N. B.....	38 7	7 4	3 5	6	4	8	sc ..	George W. Cooke, St. John, N. B.
90,574	Kathleen.....	Toronto.....	1886	Toronto, Ont.....	84 0	18 0	5 5	110	72	35	sc ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
108,687	Katie.....	".....	1886	Jersey City, N.J., U.S.A.....	30 0	6 7	2 8	4	3	—	sc ..	C. P. Chisholm, Oakville, Ont.
111,538	Katie.....	Vancouver.....	1900	Vancouver, B.C.....	25 5	7 8	2 4	3	2	1	sc ..	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.
107,786	Katie Bell.....	Ottawa.....	1898	Montreal, Que.....	31 0	6 4	2 4	2	2	4	sc ..	John R. McRae, Ottawa, Ont.
107,871	Kawartha.....	Lindsay.....	1900	Bobcaygeon, Ont.....	46 0	9 6	3 6	17	11	10	sc ..	William Burgoyne, Fenelon Falls, Ont.
103,680	Keenora.....	Toronto.....	1887	Kenora, Ont.....	119 9	28 0	8 3	486	269	38	sc ..	The Rainy River Navigation Co., Ltd., Kenora, Ont.
+107,210	Keewatin.....	Kenora.....	1889	".....	69 0	16 5	6 2	82	50	13	sc ..	The Rainy River Navigation Co., Ltd., Kenora, Ont.
125,966	Keewatin.....	Montreal.....	1907	Govan, G. B.....	336 5	43 8	23 6	3,865	2,470	238	sc ..	Canadian Pacific Railway Co., Montreal, Que.
103,680	Keewatin.....	Winnipeg.....	1886 1900	Selkirk, Man.....	49 0	10 0	3 3	20	14	16	sc ..	Ewing & Fryer Fish Co., Ltd., Selkirk, Man.
121,789	Kegabonga.....	Ottawa.....	1889	Kegabonga Lake, Que.....	36 0	16 0	3 3	14	9	2	pa ..	Gilmour & Hughson, Ltd., Ottawa, Ont.
111,780	Kelowna.....	Victoria.....	1902	Kelowna, B.C.....	78 0	18 8	5 6	65	44	4	sc ..	D. Lloyd-Jones, Kelowna, B.C.
107,745	Kenirving.....	Kingston.....	1900	Smith's Falls, Ont.....	104 4	20 8	6 7	145	70	25	sc ..	Edward Smith, Storrington, Ont.
100,047	Kenneth.....	Brockville.....	1889	Alexandria Bay, N.Y., U.S.A.....	38 0	6 8	3 3	4	2	2	sc ..	Geo. Morrow, Cornwall, Ont.
88,329	Kenogami.....	Quebec.....	1886	Quebec, Que.....	48 7	12 8	5 0	21	14	10	sc ..	Evan J. Price, Quebec, Que.
122,336	Kenora.....	Vancouver.....	1906	Vancouver, B. C.....	31 2	9 0	4 0	13	9	2	sc ..	The Rat Portage Lumber Co., Ltd., Winnipeg, Man.
94,936	Kenosha.....	Lindsay.....	1881	Lindsay, Ont.....	112 0	20 0	6 5	266	170	100	pa ..	Jos. B. Parkin, M. O., Lindsay, Ont.
85,512	Kenosha.....	Toronto.....	1883	Gravenhurst, Ont.....	100 8	18 2	6 2	225	124	16	sc ..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
116,332	Kestrel.....	Ottawa.....	1903	Vancouver, B.C.....	126 0	24 0	12 2	311	188	59	sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
116,379	Kestrel.....	Port Arthur.....	1904	Port Arthur, Ont.....	36 5	9 5	4 0	13	9	3	sc ..	P. S. Bowell, et al., J. O., Port Arthur, Ont.
111,564	Kestrel.....	Toronto.....	1900	Toronto, Ont.....	38 0	8 0	3 5	7	5	3	sc ..	James Playfair, Midland, Ont.
100,046	Kilbirnie.....	Brockville.....	1887	Alexandria Bay, N.Y., U.S.A.....	46 0	7 0	3 7	15	10	10	sc ..	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildara.....	Hamilton.....	1901	Hamilton, Ont.....	32 0	7 5	3 6	5	4	4	sc ..	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan.....	Vancouver.....	1881	Victoria, B.C.....	68 3	14 2	6 9	51	32	14	sc ..	Ernest E. Evans, Vancouver, B.C.

+ Formerly "Maple Leaf."

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102,022	Kilkeel.....	Parrsboro.....	1895	Paisley, G.B.....	135 0	21 0	9 4	252	56	39 sc ..	The Kilkeel Company Ltd., Toronto, Ont.
97,114	Killarney Belle.....	Collingwood.....	1892	Collingwood, Ont.....	52 0	12 0	5 6	28	19	3 sc ..	The Manitoulin Ranch & Lumber Co., Ltd., Walkerville, Ont.
116,213	King Bird.....	Quebec.....	1898	Sorel, Que.....	34 8	6 0	3 0	5	4	1 sc ..	Chas. Page, Three Rivers, Que.
103,318	King Edward.....	Belleville.....	1907	Trenton, Ont.....	50 5	9 9	5 1	24	16	2 sc ..	J. R. Booth, Ottawa, Ont.
111,600	King Edward VII.....	New Westminster.....	1901	Port Guichen, B.C.....	60 0	13 5	6 5	58	40	11 sc ..	G. H. French, Vancouver, B.C.
116,985	Kingfisher.....	Kenora.....	1904	Kenora, Ont.....	65 0	14 1	10 0	77	52	19 sc ..	Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,654	Kingston.....	Toronto.....	1901	Toronto, Ont.....	238 0	36 2	13 3	2,925	1,909	273 pa ..	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville.....	St. John, N.B.....	1889	Rothsay, N.B.....	47 5	14 2	7 5	37	25	40 sc ..	Chas. D. Mason, St. John, N.B.
121,373	Kiora.....	Victoria.....	1906	Victoria, B.C.....	37 0	10 7	4 3	12	9	2 sc ..	Walter Scott Chambers, Victoria, B.C.
107,664	Kiakiskink.....	Quebec.....	1899	Island of Orleans, Que.....	26 6	6 6	3 4	3	3	1 sc ..	Nazaire Simcneau, Lake Kiakiskink, Que.
83,159	Kiamet.....	Belleville.....	1894	Belleville, Ont.....	36 4	7 2	3 0	5	4	10 sc ..	E. B. Burrell, Belleville, Ont.
116,240	Kittie.....	Weymouth.....	1891	U.S.A.....	27 0	10 4	3 5	5	5	1 sc ..	Mrs. Sarah May Farusworth, Haverhill, Mass., U.S.A.
100,098	Kitty J.....	St. John, N.B.....	1880	Baldwinsville, N.Y., U.S.A.	27 5	5 8	1 8	1	1	2 sc ..	F. Burton, Benton, N.B.
116,237	Klein.....	Toronto.....	1903	Toronto, Ont.....	39 0	10 0	5 0	15	10	3 sc ..	Mrs. Elizabeth A. Knowles, Toronto, Ont.



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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en ch. et mode de propulsion.	Owner or Managing Owner, — Armateur ou propriétaire gérant et adresse.
74,027	Lady Ellen	Winnipeg	1877	Toronto, Ont.	46 0	11 5	5 0	19	13	4 sc.	Hugh Armstrong, Selkirk, Man.
* 109,680	Lady Evelyn	Quebec	1901	Tramere, G.B.	189 0	26 1	9 5	483	39	180 sc.	The Post Office Department of Canada, Ottawa, Ont.
77,863	Lady Forrest	"	1878	Quebec, Que.	31 0	8 5	3 6	6	4	12 sc.	Godfrey Charles Lomer, Montreal, Que.
111,913	Lady Franklin	Toronto	1901	Sparrow Lake, Ont.	36 0	7 6	2 8	5	4	1 sc.	Thos. Stanton, Sparrow Lake, Ont.
122,014	Lady Grey	Ottawa	1906	Barrow, G.B.	172 0	32 2	15 9	733	65	353 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
77,911	Lady Ida	Port Hope	1878	Lindsay, Ont.	54 0	11 9	2 5	28	17	16 ps.	John Eldridge, Omamee, Ont.
112,399	Lady Laurier	Ottawa	1902	Paisley, G.B.	214 9	34 2	17 2	1,051	413	186 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
107,498	Lady Laurier	Quebec	1898	Quebec, Que.	22 0	5 5	2 5	2	2	2½ sc.	P. Rousseau, Quebec, Que.
116,641	Lady Minto	Ottawa	1908	Teniacamingue, Que.	141 0	41 6	8 0	408	254	42 ps.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,760	Lady Smith	Toronto	1893	Barrie, Ont.	40 0	7 0	2 7	6	4	1 sc.	Charles C. Pilkey, Orillia, Ont.
117,125	Lady of the Isles	Kingston	1901	Kingston, Ont.	31 6	7 2	2 9	5	3	1 sc.	J. H. Davis, Kingston, Ont.
80,846	Lady of the Lake	Halifax	1890	Porter's Lake, N.S.	33 5	8 4	4 0	5	3	6 sc.	John A. McCallum, Windsor, N.S.
112,140	Lady of the Lake	Kingston	1902	Kingston, Ont.	41 8	8 0	3 6	7	4	3 sc.	Chas. J. Gibson, Toronto, Ont.
.....	Lady of the Lake	Montreal	1897	Magog, Que.	152 6	25 6	8 9	607	369	.....	F. A. McKinnon, Montreal, Que.

\* Formerly 'Deerhound.'

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111,834	Lady of the Lake..	Owen Sound .....	1902	Thornbury, Ont.....	70 0	14 6	5 0	47	26	35 sc ..	Frank Henman, M.O., Thornbury, Ont.
100,289	Lady of the Lake..	Peterborough .....	1897	Bridgenorth, Ont .....	60 0	10 5	3 6	33	19	25 sc ..	W. B. Kelly, Bridgenorth, Ont.
90,576	Lady of the Lake..	Toronto .....	1886	Bala, Ont.....	49 6	8 4	4 6	10	7	2 sc ..	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
72,683	Lady of the Lake..	Victoria .....	1878	Dease Lake, Cassiar, B.C.	60 0	10 2	5 0	21	13	12 sc ..	J. McKenzie, Cassiar, B.C.
103,661	Lady of the Lake..	Winnipeg .....	1897	Sakink, Man .....	105 0	18 5	8 9	201	155	13 sc ..	The Minister of Marine and Fisheries, Ottawa.
111,975	Laird McAulay ..	Southampton ..	1907	Wallaceburg, Ont. . .	74 0	17 0	7 8	88	60	13½ sc ..	Donald McAulay, Southampton, Ont.
116,258	Lake .....	Toronto .....	1901	Kingston, Ont.....	40 0	11 4	5 6	13	5	10 sc ..	Fred. D. Brown, Toronto, Ont.
83,373	Lake Joseph.....	" .....	1880	Gravenhurst, Ont. ....	52 0	10 3	4 0	28	19	10 sc ..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
88,537	Lake Michigan ..	Hamilton .....	1872	St. Catharines, Ont.....	136 0	23 9	11 5	588	360	80 sc ..	Malcolm Mackenzie, et al., J. O., Sarnia, Ont.
116,757	Lakefield .....	Toronto .....	1904	Sparrow Lake, Ont.....	63 0	14 0	5 0	33	22	2 sc ..	Frank Stanton and A. F. Stanton, Sparrow Lake, Muskoka, Ont.
90,778	Lakeside .....	Windsor, Ont.....	1888	Windsor, Ont. ....	121 0	26 0	9 3	348	220	200 sc ..	Lakeside Navigation Co., Ltd., Walkerville, Ont.
121,824	Lancaster .....	Montreal .....	1886	Lancaster, Ont.....	65 9	18 2	4 8	40	27	3 sc ..	Louis Maril and P. Bonneville, Lancaster, Ont.
90,604	Lansdowne .....	Ottawa .....	1884	Maccan, N.S. ....	188 6	32 1	15 8	680	463	80 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
88,629	Lansdowne .....	Windsor, Ont.....	1884	Wyandotte, Mich., U.S.A.	294 0	41 3	19 0	1,571	908	1000 pa.	Grand Trunk Railway Co., Montreal, Que.
103,107	Laprairie .....	Montreal .....	1869 1894	Montreal, Que..... Sorel .....	197 3	28 0	8 2	600	372	48 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
107,092	Lapwing .....	Victoria .....	1886	Victoria, B.C.....	78 9	22 0	6 0	151	98	3 sc ..	Wm. Rogers, et al., Victoria, B.C.
112,242	Lara .....	New Westminster..	1902	Vancouver, B.C.....	29 2	8 0	3 2	8	5	½ sc ..	St. Mungo Canning Co., Ltd., New Westminster, B.C.
103,891	Lardeau .....	" .....	1886	Lardeau, B.C.....	42 2	8 8	4 6	10	7	1 sc ..	Fred Robertson Lumber Co., Ltd., Revelstoke, B. C.
111,951	Lark .....	" .....	1904	New Westminster, B. C.	76 0	13 0	2 8	58	37	7 sc ..	Peter Burrill, Ltd., Vancouver, B.C.
112,070	Lassie .....	Peterborough ..	1903	Hastings, Ont.....	36 0	7 5	3 3	6	4	8 sc ..	T. A. Fraser, Hastings, Ont.
112,225	Latona .....	St. John, N.B.....	1902	St. Mary's, N.B.....	51 1	11 7	4 0	23	15	12 sc ..	Frederickton Broom Co., Fredericton, N. B.
88,531	Laura .....	Chatham, N.B.....	1883	Yarmouth, N.S.....	53 3	10 5	4 9	14	8	12 sc ..	John C. Miller, Derby, N.B.
116,989	Laura A .....	Kenora .....	1905	Fort Frances, Ont.....	44 5	9 5	4 0	26	17	6 sc ..	G. C. Allan, Fort Frances, Ont.
117,130	Laura B .....	Kingston.....	1906	Gananoque, Ont.....	23 4	5 4	2 2	2	1	½ sc ..	George A. Whitmarsh, Gananoque, Ont.
107,171	Laura Grace .....	Port Arthur .....	1901	Collingwood, Ont.....	76 0	16 6	11 0	86	58	16 sc ..	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.

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116,247	Laura Hickler.....	Sault Ste. Marie.....	1883	Buffalo, N. Y., U. S. A.	46 9	9 8	4 8	13	9	2 sc ..	W. W. Grant and C. H. Ramsay, J. O., Spanish Station, Ont.
94,768	Laura M.....	Owen Sound.....	1894	Meaford, Ont.....	44 0	10 3	4 6	18	12	25 sc ..	Nicholas Jorgenson, Port Coldwell, Ont.
107,878	Laura Mc.....	Lindsay.....	1900	Lindsay, Ont.....	26 0	6 2	2 6	2	2	5 sc ..	Thomas McConnell, Lindsay, Ont.
103,083	Laurier.....	Montreal.....	1883 1889	Sorel, Que..... Montreal, Que.....	59 8	16 7	4 0	19	13	2 sc ..	Mrs. Elizabeth Brulé, Sorel, Que.
703,356	Le Brochu.....	Quebec.....	1894	Cedar Hall, Que.....	51 5	11 7	6 0	19	13	23 sc ..	R. M. Blais, Cedar Hall, Que.
103,147	Le Colon.....	".....	1894	Roberval, Que.....	78 8	23 8	4 4	173	109	11 pa ..	E. F. Würtels, Quebec, Que.
116,226	Le Roberval ..	".....	1902	".....	85 8	22 5	4 4	126	71	10 pa ..	La Cie de Pulpe de Roberval, Roberval, Que.
117,112	Le Roi.....	Vancouver.....	1906	Vancouver, B.C.....	108 3	21 6	12 0	196	183	51 sc ..	T. J. Kickham, Vancouver, B.C.
103,141	Lea.....	Quebec.....	1883	Three Rivers, Que.....	42 6	9 8	3 4	12	8	2 sc ..	J. Arel, Three Rivers, Que.
100,882	Leader.....	St. John, N.B.....	1894	St. John, N.B.....	56 6	13 0	6 0	29	20	5 sc ..	T. M. Elston, et al., Westfield, N.B.
100,926	Leclair.....	Ottawa.....	1895	Ottawa, Ont.....	16 8	5 6	2 2	1	1	1 sc ..	F. Leclair, Ottawa, Ont.
100,049	Lee.....	Brockville.....	1897	Kingston, Ont.....	46 0	9 3	4 1	9	7	4 sc ..	J. McGraw, Brockville, Ont.
112,383	LeightonMcCarthy	Collingwood.....	1904	Collingwood, Ont.....	63 0	13 6	6 6	36	25	10 sc ..	W. A. Clarke and Thomas Drever, Collingwood, Ont.
121,977	Leila.....	Victoria.....	1906	Vancouver, B.C.....	35 0	9 0	3 6	10	5	1 sc ..	George L. Courtney, Victoria, B.C.



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111,455	Lemoiné.....	Winnipeg.....	1898	McArthur's Landing, Man.	30 2	9 3	3 2	5	4	12 sc...	Minister of Public Works, Ottawa Ont.
103,243	Lena.....	Montreal.....	1881	Lake Mégantic, Que....	49 3	14 2	4 3	22	15	5 sc...	G. H. Flint, Montreal, Que.
107,842	Lena.....	Simcoe.....	1898	St. Williams, Ont.....	45 0	11 5	5 3	14	8	19 sc...	Edward W. and Allan Ross, J. O., Tp. of Dunno, Ont.
122,079	Lena.....	Toronto.....	1906	Hamilton, Ont.....	25 5	6 2	2 7	3	2	1 sc...	Henry Louis Bastien, Hamilton, Ont.
122,342	Lena May.....	".....	1906	Penetanguishene, Ont...	35 0	7 6	3 8	7	4	$\frac{1}{2}$ sc...	The Upper Ontario Steamboat Co., Ltd., New Lakeard, Ont.
88,453	Lennox.....	Aricat.....	1887	Dartmouth, N.S.....	61 0	17 8	7 5	66	42	30 pa...	John Murchison, Grand River, N.S.
112,278	Lenore.....	Montreal.....	1900	Seven Islands, Que.....	38 0	8 3	4 0	8	6	7 sc...	The Seven Islands Company, Mon- real, Que.
103,707	Lenore.....	Halifax.....	1897	Yarmouth, N.S.....	44 0	11 0	5 0	15	5	10 sc...	Robert Hendabee, Half Island Cove, N.S.
90,816	Lenore.....	Port Hope.....	1887	Cobourg, Ont.....	39 0	7 3	3 5	6	4	9 sc...	H. Deunia, Cobourg, Ont.
107,893	Leo.....	Montreal.....	1896	Montreal, Que.....	34 9	7 4	3 0	2	1	1 sc...	W. W. Cooke, Greenville, Que.
100,928	Leon.....	Ottawa.....	1893	High Falls, Que.....	44 7	10 3	3 6	15	12	10 sc...	L. Cyr, High Falls, Que.
107,738	Leone.....	Kingston.....	1899	Rockport, Ont.....	37 4	7 0	2 9	4	3	6 sc...	Frederick Huck, Rockport, Ont.
80,903	Leonora.....	Vancouver.....	1876	Vancouver, B.C.....	57 0	9 0	5 3	33	18	15 sc...	W. L. Stewart, et al., Vancouver, B.C.
110,542	Leuctra.....	St. John, N.B.....	1899	Port Glasgow, G.B.....	324 7	45 4	22 5	3,027	1,950	200 sc...	Steamship Leuctra Co., Ltd., Rother- say, N.B.
88,526	Lewis.....	Hamilton.....	1897	Hamilton, Ont.....	24 6	6 3	2 0	1	1	3 sc...	John Bradley, Dundas, Ont.
75,638	Lewis Shickluna.....	St. Catharines.....	1878	St. Catharines, Ont.....	45 4	11 0	5 7	16	11	25 sc...	Jas. Murray, St. Catharines, Ont.
107,813	Libbie.....	Peterborough.....	1888	Lakefield, Ont.....	28 5	5 8	2 4	3	2	4 sc...	Wellington McDonald, Lakefield, Ont.
116,279	Liberty.....	Halifax.....	1903	Sheet Harbour, N.S.....	76 5	20 3	7 5	96	42	75 sc...	D. W. B. Reid, Halifax, N.S.
122,380	Light Star.....	Vancouver.....	1907	Vancouver, B.C.....	30 0	9 4	3 1	7	5	1 sc...	John Valiente, Vancouver, B.C.
107,166	Lightning.....	Dawson.....	1896	".....	140 0	30 0	5 0	557	351	43 pa...	Andrew S. Grant, Dawson, Y.T.
111,869	Lilies.....	Ottawa.....	1902	Ottawa, Ont.....	36 0	8 0	3 5	2	2	4 sc...	Thos. F. Ahearn, Ottawa, Ont.
93,847	Lillian.....	".....	1896	".....	26 0	6 3	2 0	2	1	4 sc...	S. G. Lindsey, Ottawa, Ont.
94,767	Lillian.....	Owen Sound.....	1893	Owen Sound, Ont.....	30 0	7 1	3 6	6	5	6 sc...	Chas. Martin, jr., Simcoe, Ont.
113,636	Lillian B.....	Ottawa.....	1896	Ottawa, Ont.....	39 6	7 3	2 8	4	3	4 sc...	P. P. Salter, Carleton Place, Ont.
93,238	Lillie.....	Brockville.....	1898	Brockville, Ont.....	32 2	6 6	2 9	3	2	4 sc...	A. Ferguson, Keokuk, Ont.

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85,543	Lillie .....	Chatham, N.B. ....	1883	Yarmouth, N.S. ....	64 9	17 1	7 8	72	49	60 hp ...	R. C. Elkin, Ltd., Fairville, N.B.
88,521	Lillie . . . . .	Hamilton .....	1885	Hamilton, Ont. ....	70 0	14 0	5 0	50	34	20 hp ...	S. J. Sandford, M.O., Barrie, Ont.
97,131	Lillie H. ....	Quebec. ....	1891	Quebec, Que. ....	43 1	12 5	5 0	10	7	12 hp ...	R. H. Hougall, Quebec, Que.
116,848	Lillie Seaman....	Owen Sound.....	1907	Owen Sound, Ont. ....	45 0	12 0	6 3	19	13	2 hp ...	Nathan D. Seaman, Sauble Falls, Ont.
94,911	Lillie Smith .....	Southampton.....	1888	Southampton, Ont. ....	130 0	26 0	9 4	275	187	200 hp ...	George E. Smith, Southampton, Ont.
103,219	Lillie of the Valley	Ottawa. ....	1891	Deux-Rivières, Ont. ....	33 1	7 7	2 5	2	2	6 hp ...	P. Hays, Mackey's Station, Ont.
94,985	Lilly .....	Toronto .....	1890	Oakville, Ont. ....	50 0	13 3	3 2	22	15	3 hp ...	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
80,020	Lilly Glasier .....	St. John, N.B. ....	1890	Indiantown, N.B. ....	123 9	24 4	7 2	200	132	40 hp ...	Parker (Glasier), Lincoln, Munbury Co., N.B.
103,574	Lilly May .....	Collingwood .....	1895	North River, Ont. ....	32 0	9 0	5 2	10	7	1 hp ...	United Factorias, Ltd., Toronto, Ont.
107,265	Lily .....	New Westminster..	1898	New Westminster, B.C. ....	32 0	6 8	3 0	9	6	14 hp ...	R. S. Johnson New Westminster, B.C.
111,545	Lily .....	Vancouver.....	1900	Vancouver, B.C. ....	29 0	9 7	4 0	7	5	3 hp ...	John J. Vickers, Vancouver, B.C.
116,469	Lily .....	" .....	1904	" .....	30 0	9 6	3 6	12	8	3 hp ...	Wm. Hickey and Robert Kelly, Van- couver, B.C.
103,277	Lina .....	Chatham, N.B. ....	1894	Chatham, N.B. ....	53 2	11 7	5 8	26	18	12 hp ...	Robert Loggie, M.O., Black Brook, N.B.
117,008	Linda .....	Vancouver.....	1904	Vancouver, B.C. ....	52 0	13 4	6 9	37	25	9 hp ...	The Fraser River Oil & Lumber Co., Ltd., Vancouver, B.C.

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122,502	Linde	Vancouver	1907	Vancouver, B.C.	30 8	8 6	4 2	8	6	2 sc	James E. MacRae, Vancouver, B.C.
112,183	Linden	Toronto	1902	Magnetawan, Ont.	40 0	6 0	2 6	4	3	1 sc	Henry Walton, Magnetawan, Ont.
100,250	Lion	Halifax	1888	Halifax, N.S.	47 4	15 6	5 0	27	18	8 sc	Louis Heffer, Halifax, N.S.
74,342	Lion	Port Hawkesbury	1875	Pictou, N.S.	49 5	13 3	5 1	20	13	36 sc	George C. Read, Oxford, N.S.
112,187	Lion	Toronto	1902	Dunchurch, Ont.	31 5	7 3	2 7	5	3	1 sc	Albert McCallum, Toronto, Ont.
111,459	Little Bobs	Winnipeg	1902	Selkirk, Man.	38 0	9 2	3 5	13	9	1 sc	Winnipeg General Power Co., Ltd., Winnipeg, Man.
92,758	Little Emely	Quebec	1889	Quebec, Que.	28 0	8 0	3 2	6	4	7 sc	Louis Gagnon, Pentecost River, Que.
85,474	Little Gem	Port Dover	1886	Simcoe, Ont.	24 4	6 5	2 3	2	2	5 sc	Henry Groff, Simcoe, Ont.
121,702	Little Jap	Toronto	1902	Racine, Wis., U.S.A.	22 5	5 6	2 0	2	1	1 sc	A. V. Donaldson, Parry Sound, Ont.
103,849	Little Roxy	Ottawa	1896	Baie des Pères, Que.	41 7	8 3	3 0	12	7	4 sc	M. Rothchilds, Baie des Pères, Que.
83,076	Lizzie	"	1881	Sand Point, Ont.	37 0	5 8	2 4	2	1	5 sc	D. K. Cowley, Renfrew, Ont.
103,223	Lizzie	"	1885	Kingston, Ont.	23 3	4 4	2 0	1	1	1 sc	J. Gillies, Carleton Place, Ont.
107,131	Lizzie May	Goderich	1897	Goderich, Ont.	55 0	12 1	4 8	18	12	12 sc	V. C. Wilman and Henry Bennett, J.O., Manitoulin Island, Ont.
111,565	Llano	Toronto	1900	Toronto, Ont.	61 3	8 0	3 8	14	9	7 sc	Elmore Harris, Toronto, Ont.
94,927	Lloyd S. Porter	Pictou, Ont.	1893	Port Huron, Mich., U.S.A.	159 7	29 5	10 0	489	379	43 sc	The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
100,198	Logger	Vancouver	1891	Vancouver, B.C.	44 0	14 0	3 9	19	13	5 sc	Lawrence O'Brien, Vancouver, B.C.
122,633	Lolita	Kingston	1904	Gananoque, Ont.	24 6	5 5	2 3	2	1	3 sc	William Funnell, Gananoque, Ont.
121,836	Lolita	St. John, N.B.	1897	Boston, Mass., U.S.A.	46 1	10 0	4 8	14	10	4 sc	Stephen Philip Garow, St. John, N.B.
90,531	Longueuil	Montreal	1884 1890	Montreal, Que. Sorel, " "	170 1	57 5	9 1	379	231	75 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
112,230	Lord Kitchener	St. John, N.B.	1903	St. John, N.B.	93 3	22 1	10 7	161	110	47 sc	John E. Moore, St. John, N.B.
111,501	Lord Roberts	"	1900	"	61 0	16 5	7 6	56	38	16 sc	John E. Moore, St. John, N.B.
99,478	Lord Strathcona	Quebec	1902	South Shields, G.B.	160 0	27 2	13 6	495	76	250 sc	J. L. Davies, Lévis, Que.
116,728	Lord Walseley	St. John, N.B.	1905	Paraboro, N.S.	68 8	18 0	8 0	73	50	16 sc	John E. Moore, M.O., St. John, N.B.
107,940	Lorelei	New Westminster	1898	Skagway, Alaska, U.S.A.	49 6	10 0	3 1	32	20	1 pa	John Leech, Dawson, Y.T.
122,490	Loretta	Ottawa	1907	Toronto, Ont.	77 2	17 0	7 7	76	31	18½ sc	The Minister of Railways and Canals, Ottawa, Ont.

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111,874	Loretta .....	Yarmouth .....	1902	Tuaketa, N.S. ....	43 0	10 3	4 3	12	8	20 sc ..	Percy W. Thomson, et al., St. John, N.B.
107,816	Lorielle .....	Peterborough .....	1899	Lakefield, Ont. ....	38 2	7 7	2 9	6	4	6 sc ..	Melville Strickland, Lakefield, Ont.
103,576	Lorna Doone .....	Collingwood .....	1886	Parry Sound, Ont. ....	61 0	8 8	4 2	26	18	4 sc ..	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,758	Lorna Doone .....	Toronto .....	1893	Orillia, Ont. ....	36 0	8 0	4 2	5	4	1 sc ..	W. H. Edwards, Bracondale, Ont.
122,525	Lorna Doone .....	Vancouver .....	1907	Vancouver, B.C. ....	37 0	10 1	4 6	21	14	1 sc ..	William Turner, Vancouver, B.C.
78,041	Lorne .....	Quebec .....	1879	Derby, N.B. ....	43 0	6 8	3 1	6	4	8 sc ..	Charles King, Quebec, Que.
94,809	Lorne .....	Victoria .....	1889	Victoria, B.C. ....	151 0	26 0	13 2	288	159	114 sc ..	Vancouver Tug Boat Co., Ltd., Victoria, B.C.
117,086	Lorne Hale .....	Sault Ste Marie .....	1893	Simcoe, Ont. ....	37 3	10 1	3 8	22	14	2 ps ..	James Joseph McFadden, Sault Ste. Marie, Ont.
103,884	Lorne Hall .....	Ottawa .....	1886	Cook's Mills, Ont. ....	37 0	16 0	3 6	14	9	20 ps ..	J. R. Booth and Thos. Hall, Jr., Ottawa, Ont.
71,170	Lothair .....	Port Hope .....	1872	St. Catharines, Ont. ....	129 8	23 1	11 7	413	281	87 sc ..	J. C. Miller, Parry Sound, Ont.
103,659	Lotta S. ....	Winnipeg .....	1886	Kenora, Ont. ....	56 0	13 0	5 9	48	33	2 sc ..	Northwest Fish Co., Ltd., Winnipeg, Man.
116,206	Lottie .....	Charlottetown .....	1899	Georgetown, P.E.I. ....	29 6	7 9	2 4	3	3	5 sc ..	W. A. O. Morson, Charlottetown, P.E.I.
90,606	Lottie .....	Ottawa .....	1885	Aylmer, Que. ....	40 0	8 4	4 6	10	9	4 sc ..	Canadian Pacific Railway Co., Montreal, Que.
122,477	Lottie .....	" .....	1907	Cumberland, Ont. ....	43 0	14 0	2 0	12	8	2 sc ..	Donald N. McDonald, Cumberland, Ont.

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83,453	Lottie.....	Victoria.....	1883	Victoria, B.C.....	51 0	12 6	5 5	29	11	6 sc...	Albert Cotton, Vancouver, B.C.
111,547	Lottie N.....	Vancouver.....	1900	Irving, B.C.....	58 0	14 0	7 7	34	14	14 sc...	Frank Irving, Skeena River, B.C.
116,311	Lotus.....	Amherstburg.....	1884 1901	Stander ville, Mich., U.S.A.	42 0	8 0	4 0	7	5	16 sc...	Wm. Berry, Port Stanley, Ont.
116,317	Lotus.....	".....	1907	Amherstburg, Ont.....	35 0	8 8	3 5	8	8	1½ sc...	Ernest E. Harris, Amherstburg, Ont.
117,175	Lotus.....	Windsor, Ont.....	1906	Detroit, Mich. U.S.A....	44 4	10 6	5 7	26	18	11 sc...	John H. Willmott, Beaumaris, Muskegon, Ont.
117,025	Louis A.....	Sydney.....	1903	Port Hawkesbury, N.S....	25 5	6 6	3 ½	3	3	1 sc...	L. A. Petrie, Glace Bay, N.S.
72,959	Louisa.....	St. Catharines.....	1875	Port Dalhousie, Ont.....	26 0	6 6	3 3	6	5	3 sc...	C. Cottrell, Sault Ste. Marie, Ont.
100,126	Louisa.....	Wallaceburg.....	1902	Wallaceburg, Ont.....	55 0	9 6	4 0	13	9	6 sc...	John Lee, Sr., Wallaceburg, Ont.
*83,582	Louisburg.....	Montreal.....	1881	Sunderland, G.B.....	260 0	33 0	18 5	1,816	1,182	225 sc...	Steamship Louisburg Co., Ltd., Sydney, N.S.
117,124	Louise.....	Kingston.....	1905	Kingston, Ont.....	28 8	6 5	2 7	3	2	2 sc...	John H. Davis, Kingston, Ont.
107,420	Louise.....	Montreal.....	1899	New York, N.Y., U.S.A.	18 7	4 9	2 1	1	1	1 sc...	Walter Kavanagh, Montreal, Que.
103,447	Louise.....	Ottawa.....	1887	Carleton Place, Ont.....	25 2	5 0	2 6	1	1	2 sc...	J. E. Turgeon, Ottawa, Ont.
80,947	Loyalist.....	Chatham, N.B.....	1882	Chatham, N.B.....	62 2	11 2	4 4	18	11	20 ps...	John A. Flett, M. O., Nelson, N.B.
86,581	Loyalist.....	St. John, N.B.....	1882	Portland, N.B.....	27 5	6 0	3 5	3	2	3 sc...	Thos. Miller, St. John, N.B.
103,969	Lucia.....	Montreal.....	1888	Sorel, Que.....	66 7	15 1	7 1	41	28	11 sc...	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,801	Luciana.....	Sorel.....	1904	".....	42 4	13 0	6 0	18	12	16 sc...	Stephen Paul, Sorel, Que.
75,526	Lucie.....	Montreal.....	1877	".....	49 0	12 3	3 5	24	17	12 ps...	Joseph Duval, Nicolet, Que.
116,761	Lucille.....	Toronto.....	1889	Detroit, Mich., U.S.A....	62 0	11 2	4 2	80	20	9 sc...	The C. Beck Mfg. Co., Ltd., Pene- tanguishene, Ont.
121,668	Lucina.....	Quebec.....	1905	Portneuf, Que.....	47 5	14 8	6 3	32	22	3 sc...	Joseph Ford, jr., Portneuf, Que.
121,757	Lucky Jim.....	Vancouver.....		".....	29 5	8 3	2 6	7	5	½ sc...	George H. West and Donald Watson, Vancouver, B.C.
121,871	Ludivica.....	Yarmouth.....	1906	Tusket Wedge, N.S....	45 0	11 2	5 4	17	11	6 sc...	Hilaire T. LeBlanc, Tusket Wedge, N.S.
116,646	Lucy Olive.....	Ottawa.....	1900	Port Hawkesbury, N.S....	42 2	9 5	5 5	13	9	10 sc...	Minister of Customs, Ottawa, Ont.
121,831	Ludlow.....	St. John, N.B....	1905	St. John, N.B.....	114 0	34 4	11 7	594	363	33 sc...	The City of St. John, N.B.
80,591	Luella.....	Toronto.....	1880	Toronto, Ont.....	66 0	13 3	6 0	38	26	24 sc...	The Toronto Ferry Co., Ltd., Toron- to, Ont.

\*Formerly "Thorne Holme."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant et adresse.
116,250	Lulu Eddy.....	Sault Ste. Marie.....	1888	West Bay City, Mich., U.S.A.	51 3	13 3	5 6	29	18	6 sc...	J. Ganley, Sault Ste. Marie, Ont.
112,006	Lulu M. Ray.....	Port Arthur.....	1888	Ludington, Mich., U.S.A.	56 0	12 0	6 0	33	25	5 sc...	Samuel Forrest, Fort William, Ont.
116,993	Lurche.....	Ottawa.....	1903	Toronto, Ont.....	121 3	24 7	19 0	396	269	17 sc...	Minister of Marine and Fisheries, Ottawa, Ont
100,229	Lurline.....	Halifax.....	1883	New York, U.S.A.....	21 0	5 4	3 2	2	1	2 sc...	F. D. Corbett, Halifax, N.S.
90,780	Lurline.....	Windsor, Ont.....	1888	Windsor, Ont.....	78 8	16 3	7 8	66	40	100 sc...	J. H. Walker, Walkerville, Ont.
116,934	Lyackson.....	Victoria.....	1905	Valdez Island, B.C.....	47 2	10 8	4 7	22	11	4 sc...	John Brazil, Valdez Island, B.C.
116,958	Lyle.....	Sarnia.....	1904	Algonac, U.S.A.....	30 0	7 5	2 8	5	3	6 sc...	Duncan Symes and Henry M. Smith, Corunna, Ont.
107,884	Lyon C. ....	Montreal.....	1900	Montreal, Que.....	55 5	10 9	5 3	19	13	5 sc...	Mrs. Elizabeth Brulé, Sorel, Que.
94,906	Lytton.....	New Westminster...	1890	Revelstoke, B.C.....	131 0	25 5	4 8	452	285	17 pa...	Canadian Pacific Ry. Co., Montreal, Que.
112,143	M. & W. ....	Kingston.....	1902	Kingston, Ont.....	40 6	10 1	4 0	8	6	8 sc...	David A. Mitchell, Gananoque, Ont.
103,137	M. E. Hackett....	Quebec.....	1894	Quebec, Que.....	70 2	18 8	7 4	78	53	75 sc...	Wm. Hackett, Quebec, Que.
103,571	M. G. McDonald..	Collingwood.....	1895	Collingwood, Ont.....	58 0	13 0	6 0	20	20	4 sc...	J. P. McDonald, Blind River, Ont.

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77,586	M. P. Davis	Montreal	1879	Lachine, Que.	40 5	10 7	5 3	11	8	15 sc	The Harbour Commissioners, Montreal, Que.
*97,806	M. S. Dollar	Victoria	1890	Yarrow-on-Tyne, G.B.	375 0	46 3	28 3	4,216	2,674	202 sc	Stanley Dollar Co., Ltd., Victoria, B.C.
	M. T. Co. (No. 1)	Montreal	1871	Montreal, Que.	84 2	24 5	8 1	148	41		Montreal Transportation Co., Ltd.
92,434	Mabel	Toronto	1886	Penetanguishene, Ont.	39 0	10 4	3 6	11	8	2 sc	Montreal, Que. R. Miller and J. Miller, J.O., Ingersoll, Ont.
100,044	Mabel C.	Brockville	1893	Brockville, Ont.	25 0	6 2	3 6	4	3	6 sc	Minister of the Interior, Ottawa, Ont.
117,088	Mabel D.	Collingwood	1907	Collingwood, Ont.	64 0	15 0	6 6	38	26	10½ sc	Frederick Doty, et al., Goderich, Ont.
107,26	Mabel F.	New Westminster	1898	Linderman, B.C.	40 0	10 0	4 0	10	7	1 sc	E. G. Tenant, Atlin, B.C.
107,365	Mabel G.	Toronto	1898	Penetanguishene, Ont.	36 0	8 3	3 6	10	8	3 sc	Wm. McM. Thomson, Penetanguishene, Ont.
103,787	Mabel K.	Halifax	1898	Lockeport, N.S.	41 9	11 0	5 3	15	10	1 sc	Mrs. Rosanna Neville, Halifax, N.S.
107,195	Mabel M.	Southampton	1901	Port Elgin, Ont.	39 0	7 0	3 6	7	5	1 sc	Andrew Campbell, Port Elgin, Ont.
100,037	Mabel McDonald	Toronto	1891	Toronto, Ont.	64 0	14 3	7 8	42	23	15 sc	Alexander Manning and R. Macdonald, J.O., Toronto, Ont.
107,445	Mable	New Westminster	1898	Vancouver, B.C.	31 6	8 8	3 4	5	4	1 sc	Geo. Brymner, New Westminster, B.C.
103,974	Macannamac	Quebec	1891	Carleton Place, Ont.	30 2	6 6	3 1	4	4	6 sc	Megantic Fish and Game Club, Agnes, Que.
93,932	Macassa	Hamilton	1898 1906	Port Glasgow, G.B. Collingwood, Ont.	178 4	24 1	16 3	529	234	96 sc	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
111,940	McClintock	Lindsay	1894	Simcoe, Ont.	36 8	10 5	3 9	21	13	3 pa	R. C. Carter, M.O., Deseronto, Ont.
117,117	McCulloch	Vancouver	1906	Vancouver, B.C.	64 0	14 7	6 7	39	27	12 sc	R. J. M. Webbe, Vancouver, B.C.
111,668	McLean Bros	Toronto	1900	Goderich, Ont.	22 3	5 0	2 1	2	1	1 sc	Frank H. McLean, Stratford, Ont.
83,321	McNaughton	Montreal	1886	Lévis, Que.	92 0	18 4	8 4	137	37	80 sc	Sinannes McNaughton Line, Ltd., Montreal, Que.
100,424	Madawaska	Ottawa	1893	Arnprior, Ont.	37 0	15 0	3 0	15	7	20 pa	McLachlin Bros., Ltd., Arnprior, Ont.
103,813	Madge	Belleville	1898	Belleville, Ont.	36 8	7 5	4 0	9	6	8 sc	P. C. Jones, Belleville, Ont.
111,961	Madge	Pictou, Ont.	1902	Pictou, Ont.	40 0	8 0	3 8	7	5	4 sc	B. R. Hepburn and J. de C. Hepburn, J.O., Pictou, Ont.
121,984	Madge	Victoria	1907	Victoria, B.C.	97 5	20 0	11 5	155	77	31 sc	British Columbia Marine Railway Co., Ltd., Victoria, B.C.
85,405	Magdalen	Magdalen Islands	1906	Shelburne, N.S.	98 6	21 6	8 8	135	92	28 sc	William G. Leslie, Grindstone, Magdalen Islands, Que.
74,377	Maggie	St. Catharines	1873	Buffalo, N.Y., U.S.A.	62 0	16 0	6 2	37	26	50 sc	Edward Armstrong, Port Colborne, Ont.
94,752	Maggie M.	St. John. N.B.	1898	Portland, N.B.	68 3	16 3	8 7	66	45	30 sc	Wm. H. Mowery, St. John, N.B.

**\*Formerly "Arab."**

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85,329	Maggie McLean.	Owen Sound.	1886	Sauble Mills, Ont.	69 0	14 0	6 6	37	25	9 sc.	French River Boom Co., Essex, Ont.
88,387	Maggie Mason.	Toronto.	1882	Toronto, Ont.	53 0	17 0	5 4	56	33	12 sc.	O. Matthews and A. Matthews, J.O., St. Catharines, Ont.
94,683	Maggie May.	Collingwood.	1889	Meaford, Ont.	58 0	14 0	6 0	46	31	5 sc.	Wm. Gartshore, Parry Sound, Ont.
96,908	Maggie May.	Kingston.	1891	Washburne, Ont.	51 7	13 2	5 4	29	20	20 sc.	Thos. Weir, Chatham, Ont.
100,046	Maggie Miller.	St. John, N.B.	1892	Milledgeville, N.B.	78 5	24 0	5 7	105	66	24 sc.	Robert W. White, St. John, N.B.
90,706	Maggie R. King.	Montreal.	1872	Port Robinson, Ont.	50 0	13 0	6 0	27	18	20 sc.	Wm. Finn, et al., Cascade Point, Que.
90,700	Maggie R. Mitchell.	St. Catharines.	1873	"	50 0	13 9	7 4	40	27	35 sc.	M. J. Haney, et al., Toronto, Ont.
103,167	Magnet.	New Westminster.	1897	"	47 0	11 3	5 2	24	16	7 sc.	S. F. Onley, Albert Bay, B.C.
103,680	Magnolia.	Midland.	1898	Midland, Ont.	136 0	21 4	13 7	367	191	56 sc.	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
107,781	Mahigama.	Ottawa.	1899	Pembroke, Ont.	60 7	12 2	5 0	20	19	12 sc.	Pembroke Navigation Co., Ltd., Pembroke, Ont.
116,515	Mahone.	Lunenburg.	1904	Mahone Bay, N.S.	86 0	19 8	10 5	127	79	24 sc.	Abraham Ernst, M. O., Mahone Bay, N.S.
90,662	Maid of the Mist.	St. Catharines.	1885	Niagara Falls, Ont.	71 1	16 1	6 6	62	33	75 sc.	Richard Carter, Niagara Falls, Ont.
121,728	Maid of the Mist.	Vancouver.	.....	U.S.A.	33 0	6 4	2 8	6	4	1 sc.	Robert Porter, Vancouver, B.C.
97,112	Maida.	Collingwood.	1888	Little Current, Ont.	29 0	9 0	2 9	3	2	3 sc.	T. J. Bateman, Sheguindah, Ont.



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		1902	Hastings, Ont	46 5	9 3	4 0	19	13	2 sc	
103,925	Maida Vale	Peterborough	1892	Hastings, Ont	46 5	9 3	4 0	19	2 sc	Henry G. Buck, Norwood, Ont.
100,804	Maine	Victoria	1894	Victoria, B.C.	34 4	9 0	4 0	9	2½ sc	The Skeena River Commercial Co., Ltd., Vancouver, B.C.
* 100,688	Maisonneuve	Ottawa	1894	Smith's Falls, Ont.	75 7	9 7	7 3	26	9 sc	Minister of Marine and Fisheries, Ottawa, Ont.
100,960	Majestic	Collingwood	1895	Collingwood, Ont.	209 0	35 0	12 6	1,578	123 sc	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,693	Majestic	Montreal	1899	Toronto, Ont.	110 0	21 9	5 2	275	33 sc	The Star Line Steamship Co., Ltd., Indiantown, N.B.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	76 0	15 5	4 0	68	— sc	P. P. Young, Young's Point, Ont.
121,771	Majestic	Winnipeg	1904	Bad Throat, Man.	78 0	16 0	7 0	64	4 sc	James Stewart, Winnipeg, Man.
107,203	Majestic	Winnipeg	1898	Fort Frances, Ont.	82 0	15 6	4 8	135	5 sc	Rainy River Navigation Co., Ltd., Kenora, Ont.
103,714	Malcolm Cann	Yarmouth	1898	Lockeport, N.S.	112 0	20 1	10 8	212	53 sc	H. B. Cann, Yarmouth, N.S.
107,683	Malinche	Prescott	1904	Ogdensburg, N.Y., U.S.A	37 7	6 5	3 6	7	3 sc	Captain W. J. Murphy, Morrisburg, Ont.
107,243	Manie	New Westminster	1892	New Westminster, B.C.	32 0	6 0	3 0	5	1 sc	A. M. Snider, Vancouver, B.C.
107,876	Maneta	Lindsay	1900	Bobcaygeon, Ont.	66 0	13 4	3 8	34	40 sc	Geo. A. Smith, Bobcaygeon, Ont.
121,940	Manetto	Halifax	1906	Dartmouth, N.S.	57 5	16 7	7 0	29	6 sc	Frank Forward, Lingau, N. S.
116,211	Manicouagan	Quebec	1899	Bic, Que.	50 2	13 0	5 0	29	3 sc	The Manicouagan & English Bay Export Co., Quebec, Que.
96,860	Manistique	Sarnia	1882	Gibraltar, U.S.A.	151 1	31 1	12 5	474	50 sc	The Sarnia Bay Towage & Salvage Co., Ltd., Sarnia, Ont.
94,879	Manitoba	Montreal	1889	Owen Sound, Ont.	303 0	38 1	14 7	2,616	300 sc	Canadian Pacific Railway Co., Montreal, Que.
107,140	Manitou	Goderich	1903	Goderich, Ont	137 2	24 2	9 1	470	42 sc	Dominion Fish Co., Ltd. Winnipeg, Man.
111,451	Manitou	Winnipeg	1900	Winnipegosis, Man	92 0	18 8	6 4	108	7 sc	H. Armstrong, Portage la Prairie, Man.
107,692	Manolia	Toronto	1898	Toronto, Ont.	30 4	8 8	3 9	6	1 sc	Fred. Mills, Tp. of Monck, Ont.
96,711	Mansfield	Ottawa	1899	Ottawa, Ont.	104 6	31 8	9 0	169	80 sc	F. X. St. Jean, Gatineau Point, Que.
105,398	Mantineas	St. John, N.B.	1896	Port Glasgow, G.B.	309 0	42 6	23 1	2,732	250 sc	Steamship Mantineas Co., Ltd., Rot- tterdam, N.B.
.....	Manxman	Montreal	1873	Sorel, Que.	72 5	16 0	4 6	74	47	J. O. Lafreniere, Montreal, Que.
100,407	Maple Leaf	Hamilton	1898	Hamilton, Ont.	53 0	9 0	6 5	32	2 sc	Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
71,164	Maple Leaf	Peterborough	1884	Lindsay, Ont.	59 0	12 0	4 2	26	15 sc	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.

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112,015	Maple Leaf.	Port Arthur.	1902	Rosport, Ont.	30 0	7 2	3 0	5	4	½ sc.	John Boon, Rosport, Ont.
103,679	Maple Leaf.	Toronto.	1892	Toronto, Ont.	37 0	7 0	3 0	12	8	13 sc.	S. Brown, Bracebridge, Ont.
* 100,033	Maple Leaf.	"	1891	"	38 3	8 4	4 4	7	5	1 sc.	Gardner Boyd, Toronto, Ont.
116,788	Maple Leaf.	Vancouver.	1904	Vancouver, B.C.	54 0	14 7	8 5	35	24	5 sc.	Alexander McLaren, Buckingham, Que.
121,715	Maple Leaf.	Vancouver.	1905	Vancouver, B.C.	52 0	13 8	5 5	40	27	10½ sc.	James Kelley, Vancouver, B.C.
116,988	Maple Leaf.	Victoria.	1905	Galiano Island, B.C.	32 0	8 0	3 4	9	5	1 sq.	James Wintermute, et al., Ladysmith, B.C.
122,123	Margaret.	Halifax.	1907	Sheet Harbour, N.S.	92 8	19 6	8 6	196	100	27 sc.	The Halifax & Sheet Harbour Steamship Co. Ltd., Halifax, N.S.
107,697	Margherita.	Toronto.	1899	Midland, Ont.	57 0	10 5	6 8	31	15	7½ sc.	James Playfair, Midland, Ont.
122,262	Margota.	Montreal.	1902	Racine, Wis., U.S.A.	38 4	8 0	4 0	10	7	1½ sc.	R. Forget, Montreal, Que.
116,699	Marguerite.	Kenora.	1902	Mine Centre, Ont.	28 0	8 2	4 0	6	4	½ sc.	M. H. and Robt. Smith, Fort Frances, Ont.
92,510	Marguerite.	St. Andrews.	1877	Newbury, N.Y., U.S.A.	44 4	11 7	7 0	20	12	20 sc.	John Cullinan, St. John, N.B.
94,848	Marguerite.	Windsor, Ont.	1879	Detroit, Mich., U.S.A.	35 2	8 1	3 6	8	5	2 sc.	John Anderson, Windsor, Ont.
117,176	Marguerite.	Windsor, Ont.	1906	Windsor, Ont.	23 0	6 9	2 9	4	3	2 sc.	Joseph Parent, Windsor, Ont.
112,027	Maria.	Quebec.	1901	Portneuf, Que.	49 2	13 6	4 8	31	21	6 sc.	W. J. Poupore, Ottawa, Ont.

\* Formerly "Sonntag."

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117,108	Marie	Ottawa	1902	Toronto, Ont.	33 5	8 5	3 0	4	4	3 sc	D. O'Connor, Temagami, Ont.
103,816	Marie	Port Arthur	1895	Detroit, Mich., U.S.A.	34 7	7 0	3 6	3	2	2 sc	The Rainy River Lumber Co., Ltd., Rainy River, Ont.
66,045	Marie	Quebec	1872	Sorel, Que.	72 1	15 5	3 3	31	21	15 pa	H. Brulé, Sorel, Que.
111,498	Marie Alma	"	1900	Roberval, Que.	64 0	14 2	5 0	52	36	4 sc	Joseph Derry, Roberval, Que.
+ 100,368	Marie Josephine	"	1891	Rivière du Loup, Que.	88 4	22 8	8 2	117	80	20 sc	Joseph Samson, Quebec, Que.
107,876	Marie Louise	Lindsay	1900	Lindsay, Ont.	51 7	14 8	5 2	32	15	3 sc	Jos. Briggs Parkin, Lindsay, Ont.
92,754	Marie Louise	Quebec	1889	Lévis, Que.	93 6	17 6	5 9	99	63	200 pa	E. Gagnon, Ste. Anne de Chicoutimi, Que.
111,627	Marie Louise	"	1896	Trois Rivières, Que.	37 7	7 6	3 7	6	5	1 sc	Joseph Veilleux, Alma Ville, Sha- wenegan Falls, Que.
121,662	Marie Stella	Quebec	1905	St. Alexis, Que.	45 6	12 8	5 4	24	16	10 sc	Joseph Page, St. Alexis, Que.
103,935	Marietta	Chatham, N.B.	1897	Chatham, N.B.	44 6	9 3	3 9	7	5	2 sc	Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina	Yarmouth	1883	Tusket, N.S.	66 0	14 7	5 8	32	16	15 sc	H. B. Cann, Yarmouth, N.S.
85,667	Marion	Halifax	1876	New York, N.Y., U.S.A.	142 4	26 5	8 0	478	269	49 pa	Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
116,946	Marion	Kenora	1904	Prince Albert, Sask.	64 0	12 0	2 8	32	21	1 sc	Rich. Descon, Prince Albert, Sask.
117,074	Marion	Toronto	1905	Sombra, Ont.	34 7	10 0	3 8	9	6	1 sc	W. F. Ball, Sombra, Ont.
122,527	Marion	Vancouver	1907	Vancouver, B.C.	36 0	9 0	4 5	13	9	3½ sc	Jervis Inlet Lumber Co., Ltd., Van- couver, B.C.
122,151	Mariposa	Vancouver	1906	Vancouver, B.C.	22 8	6 9	3 0	4	3	1 sc	Thomas Foster, Vancouver, B.C.
121,935	Marita	Halifax	1905	Dartmouth, N.S.	29 0	4 5	3 0	3	2	15 sc	David R. Turnbull, Halifax, N.S.
107,248	Marjorie	Dawson	1898	New Westminster, B.C.	36 5	8 3	3 0	20	12	1 pa	H. C. Lisle, Dawson, Y.T.
111,873	Markland	Yarmouth	1902	Yarmouth, N.S.	47 0	12 6	5 0	22	15	6 sc	Willard M. Kelley, Yarmouth, N.S.
122,264	Marlo	Montreal	1906	Sorel, Que.	21 3	6 1	2 2	5	4	1 sc	Hercule Dupre, Montreal, Que.
83,160	Marmora	Belleville	1896	Marmora, Ont.	35 0	8 7	4 5	13	9	6 sc	Geo. B. Blocker, Marmora, Ont.
88,488	Marquis	Winnipeg	1882	Winnipeg, Man.	201 0	33 5	5 3	754	475	84 pa	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man.
116,973	Marshall W	Chatham, N.B.	1905	Chatham, N.B.	31 4	10 3	3 0	6	4	4 sc	W. A. Bryenton, Derby, N.B.
100,871	Martello	St. John, N.B.	1883	Jemseg, N.B.	51 5	13 0	6 0	34	23	11 sc	The J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
111,768	Martha	Kingston	1902	Kingston, Ont.	28 6	6 7	2 8	2	2	5 sc	Mrs. Martha Wessels, Kingston, Ont.

†Formerly a sailing vessel.

## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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121,772	Marvyl.....	Winnipeg.....	1905	The Landing, Manitoba.	120 0	26 0	8 0	225	153	27 sc...	Manitoba Gypsum Co., Ltd., Winnipeg, Man.
116,316	Marwood, M.....	Amherstburg. . . .	1902	Detroit, Mich., U.S.A....	31 0	5 9	3 0	4	3	2 sc...	Wm. Menzies, Amherstburg, Ont.
71,214	Mary. . . . .	Montreal.....	1875	Port Huron, Mich., U.S.A.	65 4	16 0	8 6	53	34	37 sc...	Montreal Transportation Co., Ltd., Montreal, Que.
117,027	Mary.....	Sydney.....	1905	Mahone Bay, N.S.....	52 0	14 3	6 6	19	18	2 sc...	Henry McDonald, Glace Bay, N.S.
61,154	Mary A. Laughlin.	Toronto.....	1871	Buffalo, N.Y., U.S.A....	48 0	10 5	5 0	23	12	42 sc...	J. J. Westgate, Montreal, Que.
77,550	Mary Ann.....	Pictou, N.S.....	1880	Wallace, N.S.....	50 5	12 3	6 7	25	17	40 sc...	O. Smith, Richilucto, N.B.
92,647	Mary Arnett. ....	Wallaceburg.....	1886	Midland, Ont. ....	31 0	10 0	3 2	8	6	1 sc...	D. Lowrey, Brantford, Ont.
71,113	Mary Beck.....	Collingwood.....	1876	Penetanguishene, Ont...	48 0	10 4	5 2	16	11	30 sc...	John Gidley, Penetanguishene, Ont.
117,026	Mary E. Daisley..	Sydney.....	1905	Aspy Bay, N.S.....	54 3	12 5	4 3	17	16	1 sc...	A. Daisley, Dingwall, N.S.
103,821	Mary Ellen. ....	Cornwall.....	1896	Cornwall, Ont.....	57 4	13 4	8 8	20	14	6 sc...	J. Jessmer and M. Jessmer, Cornwall, Ont.
.....	Mary Ellen.....	Port Hope.....	1868	Lindsay, Ont.....	55 1	13 6	3 1	81	51	.....	William Needler, Lindsay, Ont.
72,966	Mary Ethel.....	Pictou, Ont.....	1879	Trenton, Ont.....	93 0	15 0	5 4	99	56	80 pa..	Trenton & Bay of Quinté Nav. Co., Ltd., Trenton, Ont.
107,839	Mary F. Graff....	Victoria.....	1898	Seattle, Wash., U.S.A..	177 6	35 7	6 0	864	544	26 pa..	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

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88,491	Mary Hatch	Winnipeg	1881	Kenora, Ont.	107 6	20 0	6 8	121	82	11 sc.	A. F. D. MacGachan, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O.
103,860	Mary Jane	Halifax	1890	Noank, Conn., U.S.A.	49 8	14 6	6-4	29	20	10 sc.	Isaac H. Mathers, Halifax, N.S.
122,346	Mary L.	Toronto	1907	Penetang, Ont.	40 0	10 0	4 6	10	6	2 sc.	Peter Light, Penetanguishene, Ont.
90,740	Mary Odell	Chatham, N.B.	1881	Bristol, Me., U.S.A.	55 8	12 7	6 0	29	20	10 sc.	F. P. Loggie, M.O., Chatham, N.B.
121,825	Mary P. Hall	Montreal	1898	Ogdensburg, N.Y., U.S.A.	82 2	20 3	10 2	104	43	42 sc.	The Montreal Transportation Co. Ltd., Montreal, Que.
97,019	Mary R.	St. Catharines	1897	Port Colborne, Ont.	47 3	16 0	9 6	44	30	27 sc.	David McLeod, Port Colborne, Ont.
121,913	Mascot.	Kenora	1900	Detroit, Mich., U.S.A.	36 0	8 0	3 0	8	7	2 sc.	George Drewry, Kenora, Ont.
92,415	Mascott.	Chatham, N.B.	1888	Chatham, N.B.	69 1	19 0	8 4	71	48	45 sc.	John T. Rundle, Chatham, N.B.
94,764	Mascott.	Owen Sound	1890	Meaford, Ont.	52 9	12 5	4 9	21	14	20 sc.	James Pilgrim, Meaford, Ont.
103,549	Mascotte.	Lunenburg	1896	Dartmouth, N.S.	64 2	14 6	6	35	24	18 sc.	G. W. Nasa, Lunenburg, N.S.
90,572	Mascotte.	Toronto	1886	Toronto, Ont.	70 0	13 8	3 0	49	33	15 sc.	The Toronto Ferry Co., Ltd, Toronto, Ont.
100,396	Masonic.	Hamilton	1893	Hamilton, Ont.	58 4	10 6	3 9	39	26	25 sc.	William C. Gidley, Hamilton, Ont.
103,569	Massawippi.	Montreal	1895	North Hatley, Que	40 0	7 6	3 4	4	3	3½ sc.	Jos. J. Sampson, North Hatley, Que.
117,198	Mather.	Kenora	1905	Toronto, Ont.	87 5	19 0	10 5	145	98	32 sc.	Keewatin Lumbering & Manufacturing Co., Ltd., Keewatin, Ont.
107,416	Mathilda.	Montreal	1899	Sorel, Que.	72 0	20 1	10 4	114	69	21 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
73,947	Mattawan	Ottawa	1876	Portsmouth, Ont.	50 0	10 4	3 2	22	15	15 sc.	Canadian Pacific Railway Co., Montreal, Que.
122,213	Mattie.	Toronto	1903	Toronto, Ont.	22 0	5 7	2 7	2	1	½ sc.	Clarence Meredith Hinks, Toronto, Ont.
112,202	Maud	Hamilton	1905	Hamilton, Ont.	32 5	7 0	3 6	4	3	½ sc.	D. Reynolds, Dundas, Ont.
107,366	Maud	Ottawa	1898	Grand Rapids, Mich., U.S.A.	16 0	3 8	1 8	1	1	1 sc.	G. W. Smith, Gattineau Point, Que.
69,615	Maud	Quebec	1874	New Liverpool, Que.	72 5	15 8	5 7	54	34	41 ps.	Antoine St. Pierre, Three Rivers, Que.
107,172	Maud C.	Port Arthur	1897	Rosport, Ont.	30 0	9 2	....	5	3	1 sc.	Thos. Craigie, Rosport, Ont.
116,753	Maud D.	Toronto	1904	Penetanguishene, Ont.	71 3	15 6	6 0	81	51	11 sc.	A. A. Osborne and J. L. Ferrier, J.O., Midland, Ont.
94,687	Maud S.	Collingwood	1889	Collingwood, Ont.	44 0	10 6	4 8	14	11	3 sc.	H. N. Truesdell, Collingwood, Ont.
64,136	Maude.	Victoria	1872	San Juan Island, Wash., U.S.A.	113 5	21 0	9 0	175	94	13 sc.	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,481	Maude.	Wallaceburg	1902	Wallaceburg, Ont.	60 2	13 5	5 0	19	13	3 sc.	J. Cooper, Chatham, Ont.

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116,466	Maude Annis.....	Vancouver.....	1903	Annis, B.C.....	56 0	12 5	4 7	23	15	4 sc ..	The Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
107,812	Maude Moore .....	Peterborough.....	1899	Peterborough, Ont.....	42 0	8 4	3 5	9	6	12 sc ..	W. J. Snodgrass, Okanagan Falls, B.C.
122,522	Mavourneen.....	Vancouver.....	1907	Vancouver, B. C.....	32 4	9 3	3 6	13	9	1 sc ..	John Stuart, et al., Vancouver, B.C.
107,162	Maxie .....	Collingwood.....	1898	Meaford, Ont.....	44 0	11 2	3 8	16	11	2½ sc ..	Clare Thorn, et al., J.O., Port Stanley, Ont.
111,667	May.....	Montreal.....	1893	Middleton, Conn., U.S.A.	56 4	11 4	4 0	21	15	5 sc ..	W. D. B. Scott, Montreal, Que.
*85,292	May.....	".....	1891	Buffalo, N.Y., U.S.A. }	44 0	12 2	5 8	21	14	7 sc ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,949	May.....	Kenora.....	1899	Montreal, Que.....	25 0	6 0	3 0	3	2	6 sc ..	Frank Gustafson and A. Ralph, J.O., Kenora, Ont.
107,450	May.....	Vancouver.....	1904	Kenora, Ont.....	31 5	7 3	3 8	6	4	6 sc ..	Geo. Howe, Union Bay, B.C.
107,460	May.....	".....	1898	Birkenhead, G.B.....	29 0	8 7	3 3	8	5	2 sc ..	A. W. LePage, Vancouver, B.C.
97,105	May B.....	Port Burwell.....	1899	Vancouver, B.C.....	49 0	10 1	3 6	10	6	6 sc ..	C. O. Bates, Clear Creek, Ont.
100,751	May Bird.....	Toronto.....	1900	Port Burwell, Ont.....	76 0	19 0	3 9	46	32	3 sc ..	G. Hastings and S. W. Marchmont, J. O., Toronto, Ont.
122,356	May C.....	Kingston.....	1893	Toronto, Ont.....	29 9	6 6	2 7	4	2	2 sc ..	Erastus F. Cooke, Gananoque, Ont.
94,690	May Flower .....	Collingwood.....	1907	Gananoque, Ont.....	49 0	10 0	4 0	26	17	3 sc ..	F. Morrua, Waubesaene, Ont.
72,557	May Flower .....	Kingston.....	1890	Port Severn, Ont.....	50 2	9 3	4 0	23	16	13 sc ..	Jas. McLaren, Buckingham, Que.

\* Formerly "W. F. Legie."

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116,861	May Flower	Ottawa	1904	Combermere, Ont.	77 0	18 0	4 0	50	38	13 pa.	H. E. Hudson, Combermere, Ont. and J. C. Hudson, Barry's Bay, Ont. J. O. Elizabeth Donnell, Peterborough, Ont.
103,923	May Flower	Peterborough	1897	Peterborough, Ont.	25 5	6 4	3 0	6	4	5 sc.	
75,688	May Flower	Quebec	1878	Quebec, Que.	35 9	9 3	6 0	13	9	16 sc.	P. J. Holden, Quebec, Que.
97,065	May Queen	Pictou, N.S.	1892	Charlottetown, P.E.I.	53 3	16 0	5 8	36	18	40 sc.	Fred. Magee, Port Elgin, N.B.
59,243	May Queen	St. John, N.B.	1869	Carleton, N.B.	160 0	24 7	8 4	539	340	60 pa.	May Queen Steamship Co., Ltd., Chipman, N.B.
83,125	Mayflower	Halifax	1881	Halifax, N.S.	48 8	9 8	6 0	18	10	12 sc.	Walter Cavill, Halifax, N.S.
94,987	Mayflower	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	29 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
85,521	Mazappa	Hamilton	1884	"	101 0	20 0	5 7	146	87	50 sc.	Lawrence Solman, Toronto, Ont.
90,483	Meadow Flower	Halifax	1885	Dartmouth, N.S.	33 0	9 0	3 5	7	4	6 sc.	E. C. Whitman, Canso, N.S.
100,751	Medora	Toronto	1893	Gravenhurst, Ont.	142 6	25 6	8 5	377	256	30 sc.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
121,939	Meg	Halifax	1906	Dartmouth, N.S.	17 5	5 8	3 0	2	1	3 sc.	F. Gordon Zwicker, Halifax, N.S.
111,917	Menotora	Midland	1901	Midland, Ont.	67 5	16 0	6 3	73	50	20 sc.	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
83,116	Mermaid	Halifax	1881	Yarmouth, N.S.	50 0	11 5	5 0	15	11	20 sc.	Sandy Cove Sea-Bathing Co., Halifax, N.S.
111,550	Mermaid	Peterborough	1901	Millbrook, Ont.	32 3	7 3	3 2	11	7	5 sc.	Dr. Henry A. Turner, Millbrook, Ont.
88,367	Mermaid	Vancouver	1884	Victoria, B.C.	94 0	18 0	4 6	129	87	18 sc.	Thos. Morgan, Nanaimo, B.C.
74,264	Merrimac	Sydney	1876	Quebec, Que.	73 5	17 6	10 0	86	26	80 sc.	Jas. W. Gordon, North Sydney, N.S.
116,590	Mersey	Liverpool	1904	Liverpool, N.S.	69 6	15 6	6 9	42	29	16 sc.	Fenwick W. Hatt, Liverpool, N.S.
48,178	Messenger	Quebec	1863	Buffalo, N.Y., U.S.A.	56 0	12 9	6 4	29	18	50 sc.	George H. Tait, Montreal, Que.
122,456	Meteghan I.	Yarmouth	1907	Meteghan, N.S.	36 0	14 0	6 0	16	11	13 sc.	F. T. Robichau, Meteghan, N.S.
107,064	Meteor	Ottawa	1897	Opemican, Que.	130 5	27 0	7 4	299	204	165 sc.	Tomiescaming Navigation Co., Ltd., Mattawa, Ont.
107,960	Meteor	St. Catharines	1902	Port Robinson, Ont.	52 0	16 4	9 1	47	32	24 sc.	Geo. Ross, Port Robinson, Ont.
112,055	Michael Davitt	"	1885	Tonsawanda, N.Y., U.S.A.	52 8	13 6	6 4	28	19	8½ sc.	Michael McAuliffe, M.O., Welland, Ont.
*103,575	Midland	Midland	1896	Midland, Ont.	62 0	13 0	6 8	56	38	12 sc.	The Canada Iron Furnace Co., Ltd., Midland, Ont.
116,661	Midland King	"	1903	Collingwood, Ont.	366 5	48 0	28 0	3,965	2,450	151 sc.	James Playfair, M.O., Midland, Ont.

\* Formerly "D. L. White."

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116,669	Midland Prince.	Midland .....	1907	Collingwood, Ont. ....	474 0	55 0	27 0	6,636	5,142	136 sc ..	Midland Navigation Co., Ltd., Midland, Ont.
110,991	Midland Queen.	" .....	1901	Dundee, G.B. ....	249 0	42 7	20 5	1,993	1,349	124 sc ..	Midland Navigation Co., Ltd., Midland, Ont.
107,503	Mignon .....	Quebec .....	1894	Quebec, Que. ....	23 8	6 2	2 7	2	2	1½ sc ..	C. G. Plamondon, Quebec, Que.
111,426	Mikado .....	Halifax .....	1902	Dartmouth, N.S. ....	61 3	17 6	5 7	44	30	75 sc ..	Acadia Sugar Refining Co., Ltd., Halifax, N.S.
103,667	Mikado .....	Winnipeg .....	1897	Kenora, Ont. ....	40 0	10 3	4 4	25	17	1 sc ..	Mikado Gold Mining Co., Kenora, Ont.
112,308	Mikado .....	" .....	1905	Selkirk, Man. ....	120 0	26 0	7 8	242	168	23 sc ..	Roderick Smith, Selkirk, Man.
*103,703	Mikado .....	Yarmouth .....	1896	Shelburne, N.S. ....	82 0	18 0	7 7	80	49	16 sc ..	Charles T. White, Apple River, N.S.
100,666	Mildred .....	Belleville .....	1895	Gananoque, Ont. ....	34 5	7 8	3 0	5	3	9 sc ..	J. A. Wheeler, Belleville, Ont.
96,896	Mildred .....	Ottawa .....	1891	Kingston, Ont. ....	46 4	9 2	3 7	15	13	9 sc ..	Geo. Bothwell, Buckingham, Que.
103,267	Mildred .....	St. John, N.B. ....	1897	Cambridge, N.B. ....	54 0	14 7	7 0	40	27	13 sc ..	John E. Moore, M.O., St. John, N.B.
116,265	Mildred .....	Toronto .....	1903	Toronto, Ont. ....	70 0	10 0	3 5	39	25	10 sc ..	E. R. Wood, Toronto, Ont.
122,201	Milicete .....	Amherst, N.S. ....	1906	Port Hawkesbury, N.S. .	70 0	15 0	6 3	53	45	17 sc ..	Nathaniel Curry, Amherst, N.S.
111,978	Milkmaid .....	New Westminster .....	1901	Vancouver, B.C. ....	31 6	8 7	3 4	7	5	1 sc ..	Eusebio Mochaba, et al., New Westminster, B.C.

\* Formerly "Westport."



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90,448	Millie Howell	Winnipeg	1886	Selkirk, Man.	50	3	11	1	4	4	24	16	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
107,806	Millie K.	Windsor, N.S.	1900	Whitewater, N.S.	48	0	13	0	5	2	20	7	10 sc	The Nova Scotia Produce Co., Ltd., Canning, N.S.
111,856	Mills	Owen Sound	1903	Owen Sound, Ont.	38	0	9	0	4	0	11	7	2 sc	Manitowlin Fish Co., Ltd., Manitoba, waning, Ont.
80,590	Minden	Toronto	1880	Minden, Ont.	30	8	7	5	2	6	4	3	4 sc	Jas. Luman, Minden, Ont.
122,126	Miner	Halifax	1880	Jarrow-on-Tyne, G.B.	65	0	14	6	6	8	49	33	16 sc	The Port Hood Richmond Ry. Coal Co., Ltd., Port Hood, N.S.
100,391	Minerva	Hamilton	1891	Hamilton, Ont.	33	8	7	4	3	9	4	3	6 sc	Jas. Irwin, M.O., Hamilton, Ont.
121,701	Minets	Toronto	1905	Minett, Ont.	51	0	8	7	3	0	11	7	4 sc	H. C. Minett, Minett, Ont.
107,361	Minitaga	"	1898	Midland, Ont.	77	3	16	5	8	4	73	29	28 sc	Robert Weddell, Trenton, Ont.
103,891	Mink	Ottawa	1896	Gordon Creek, Que.	37	0	16	0	3	5	14	9	20 sc	A. Lumsden, Ottawa, Ont.
100,090	Mink	Toronto	1891	Port Carling, Ont.	72	0	11	0	3	8	56	38	8 sc	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
78,027	Minnehaha	Collingwood	1882	Parry Sound, Ont.	60	0	13	0	5	6	32	22	25 sc	John C. Miller, Parry Sound, Ont.
96,981	Minnehaha	New Westminster	1890	New Westminster, B.C.	37	0	6	5	3	0	7	5	1 sc	James Hunter, Victoria, B.C.
92,620	Minnehaha	Port Arthur	1888	Peterborough, Ont.	27	5	6	3	.....	.....	2	1	1 sc	Sidney Smith, Port Arthur, Ont.
112,078	Minneola	Kenora	1893	Owen Sound, Ont.	32	0	7	5	3	0	9	6	1 sc	Glass Reef Gold Mining Co., Ltd., Little Mountain, Ont.
112,178	Minnette	Toronto	1899	Owen Sound, Ont.	36	0	6	2	2	7	4	3	1 sc	A. F. Bailey, Fox Point, Ont.
107,832	Minnewanka	Montreal	1899	New York, U.S.A.	31	0	7	0	3	6	5	4	8 sc	The Canadian Pacific Railway Co., Montreal, Que.
112,330	Minniog	Collingwood	1902	Collingwood, Ont.	56	0	9	6	9	4	3	24	6 sc	J. C. Cautley, Penetanguishene, Ont.
121,725	Minnie	Vancouver	1906	Sunbury, B.C.	32	0	10	8	4	6	13	9	2 sc	Karl Helenius, Sunbury, B.C.
116,362	Minnie A. Clark	Goderich	1903	Goderich, Ont.	69	3	15	0	6	5	36	25	11 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,662	Minnie C.	Midland	1904	Midland, Ont.	34	0	8	5	4	0	7	5	1 sc	James Crawford, Moon River, P. O., Parry Sound, Ont.
103,572	Minnie D.	Collingwood	1889	Hamilton, Ont.	24	8	6	6	3	3	3	2	2 sc	J. Larson, Parry Sound, Ont.
107,893	Minnie M.	Montreal	1884	Detroit, Mich., U.S.A.	140	0	30	0	10	0	613	276	38 sc	The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin	Collingwood	1882	Port Severn, Ont.	30	0	9	7	6	6	10	7	2 sc	Charles Martin, Port Severn, Ont.
107,468	Minnie May	Lindsay	1894	Coboconk, Ont.	42	5	8	0	3	0	10	8	5 ps	John R. Philipe, Coboconk, Ont.
74,388	Minnie Wade	Toronto	1871	Penetanguishene, Ont.	35	0	8	4	3	2	9	6	4 sc	J. D. Johnson, Belle Ewart, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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Official Number. Numéro officiel	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
117,198	Minnitakie .....	Kenora .....	1906	Dinorwic, Ont. ....	45 0	9 5	4 2	18	12	6 sc.	Wm. H. Whalen, Fort William, Ont.
92,618	Minota .....	Port Arthur .....	1890	Vermilion Bay, Ont. ....	63 0	17 2	5 0	35	24	2 sc.	J. Bowman, Rosport, Ont.
100,032	Minota .....	Toronto .....	1891	Toronto, Ont. ....	65 5	11 2	5 7	29	19	5 sc.	W. B. Nesbitt, Toronto, Ont.
111,591	Minto .....	New Westminster ..	1900	Harrison River, B.C. ....	60 0	9 2	2 4	36	23	2 ps.	R. C. Menton, M.O., Harrison River, B.C.
107,787	Minto .....	Ottawa .....	1899	Dundee, G.B. ....	225 0	32 7	18 3	1,090	372	216 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
107,453	Minto .....	Vancouver .....	1908	Nakusp, B.C. ....	161 7	30 1	5 1	829	522	17 ps.	Canadian Pacific Railway Co., Montreal, Que.
88,666	Miranichi .....	Chatham, N.B. ....	1885	Chatham, N.B. ....	85 7	17 3	6 9	72	49	25 sc.	Miranichi Steam Navigation Co., Chatham, N.B.
92,282	Mischief .....	Owen Sound .....	1886	Owen Sound, Ont. ....	31 0	9 0	4 8	9	6	5 sc.	H. E. C. Carey, Bruce Mines, Ont.
112,279	Missisquoi .....	Brockville .....	1903	Noyan, Que. ....	87 3	20 9	5 4	160	107	7 sc.	Rockport Navigation Co., Ltd., Rockport, Ont.
121,781	Mississippi .....	Ottawa .....	1905	Carleton Place, Ont. ....	36 2	7 7	3 6	4	3	3 sc.	Wesley Cooke, Carleton Place, Ont.
107,513	Mist .....	Victoria .....	1897	Seattle, Wash., U.S.A. ....	46 7	12 0	3 9	29	20	10 sc.	J. W. Bryden, Nanaimo, and D. Kilpatrick, Cumberland, B.C.
100,854	Mistassini .....	Quebec .....	1891	Roberval, Que. ....	180 0	22 4	8 2	235	148	200 ps.	E. F. Wirtelle, Quebec, Que.
107,461	Mispah .....	Lindsay .....	1888	Lindsay, Ont. ....	25 0	6 0	2 9	2	2	3 sc.	A. H. Cottingham, Lindsay, Ont.
94,322	Mispah .....	Toronto .....	1889	Toronto, Ont. ....	51 7	11 8	4 1	18	12	12 sc.	Thos. McCarroll and H. Manley, J.O., Toronto, Ont.

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85,330	Mocking Bird	Owen Sound	1886	Toronto, Ont	72 0	11 8	4 2	38	26	20 sc	P. McArthur, Westbourne, Man.
96,068	Modjeska	Hamilton	1889	Yoker, G.B.	178 0	31 1	12 3	678	461	180 sc	Hamilton Steamboat Co., Limited, Hamilton, Ont.
103,836	Mohawk Queen	Deseronto	1904	Deseronto, Ont	44 6	9 0	4 0	16	11	2sc	Oronhyatekha, M.D., Deseronto, Ont.
103,927	Mollie	Peterborough	1897	Lakefield, Ont.	41 0	6 6	2 5	11	7	6 sc	J. J. McBain, Peterborough, Ont.
111,861	Mollie S.	Owen Sound	1901	Owen Sound, Ont.	68 0	12 7	5 0	45	27	9 sc	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
100,401	Mona	Hamilton	1894	Hamilton, Ont.	23 6	6 1	3 4	2	2	3 sc	J. Bradley, Hamilton, Ont.
94,873	Mona	Montreal	1889	Montreal, Que.	54 2	12 8	5 8	25	17	20 sc	Thomas Gauthier, Montreal, Que.
95,509	Monaco	"	1898	Hampton, G.B.	41 8	8 3	3 6	10	6	6 sc	Arthur Boyer, Montreal, Que.
111,886	Monarch	Peterborough	1906	Gore's Landing, Ont.	84 0	14 0	5 7	73	50	6 sc	Wilbert C. Harris, and Daniel McAlister, Gore's Landing, Ont.
100,141	Monarch	Winnipeg	1893	Fort Frances, Ont.	110 0	17 8	5 4	168	106	9 pa	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O.
90,545	Monarque	Montreal	1886	Sorel, Que.	108 9	30 4	6 9	136	86	30 pa	Jos. H. Dausereau, Verchères, Que.
* 100,925	Moneta	Ottawa	1888	Ottawa, Ont.	20 0	5 2	2 2	1	1	2 sc	R. Lamb and J. Robertson, Ottawa, Ont.
† 46,242	Monitor	Montreal	1863	Clayton, N.Y., U.S.A.	59 0	15 1	4 6	32	19	1½ sc	Joachim Hogue, Valleyfield, Que.
107,891	Monitor	"	1899	Montreal, Que.	60 5	16 6	7 2	62	39	14 sc	Minister of Public Works, Ottawa, Ont.
111,955	Monoloe	New Westminster	1903	Olympia, Mich., U.S.A.	36 4	9 3	3 6	10	7	1½ sc	Wm. A. McAdam, Harrison, B.C.
77,933	Montague	Charlottetown	1878	Georgetown, P.E.I.	79 0	19 7	8 7	130	38	35 pa	The Georgetown Ferry Co., Ltd., Georgetown, P.E.I.
117,069	Montcalm	Ottawa	1904	Yoker, G. B.	245 0	40 6	15 7	1,432	526	406 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
107,824	Monte Cristo	Victoria	1891	Ballard, Wash., U.S.A.	108 6	20 4	3 9	266	156	7 pa	R. Cunningham, & Son, Ltd., Port Essington, B.C.
92,755	Montmorency	Ottawa	1889	Quebec, Que.	35 5	10 8	4 8	18	12	50 sc	W. J. Poupore, Ottawa, Ont.
116,600	Montreal	Montreal	1904	Sorel, Que.	332 4	43 5	14 8	4,232	2,299	386 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
122,504	Mopsey	Vancouver	1906	Vancouver, B.C.	26 6	8 0	2 4	6	4	2 sc	George C. Miller, Vancouver, B.C.
116,766	Morinus	Toronto	1904	Port Carling, Ont.	47 0	8 4	3 6	10	7	1½ sc	Wm. Robinson, Kingston, Ont.
107,424	Morning Star	Brockville	1907	Toronto, Ont.	95 5	12 5	5 0	72	39	22 sc	Hon. Clifford Sifton, Ottawa, Ont.
100,759	Morning Star	Toronto	1894	Toronto, Ont.	34 0	7 5	3 4	5	3	1 sc	Jos. Goodwin, Toronto, Ont.

\* Formerly "P. J. Turgeon." † Formerly a sailing vessel.

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90,797	Morris .....	Victoria .....	1888	Victoria, B.C. ....	39 5	9 2	3 6	12	8	1 sc ...	The Federation Brand Salmon Cann- ing Co., Ltd., Victoria, B.C.
121,815	Moto .....	Digby .....	1906	Digby, N.S. ....	45 0	10 4	4 3	15	12	6 sc ...	Fred A. Robinson, Digby, N.S.
111,760	Mountain Bell .....	Kenora .....	1895	Carleton Place, Ont. ....	28 0	6 0	2 8	4	3	2 sc ...	W. Mather, Bow River, Sask.
92,780	Mountain Belle .....	Vancouver .....	1888	" .....	30 2	6 1	3 0	5	3	5 sc ...	Thos. R. Lane, Vancouver, B.C.
92,537	Mountain Maid .....	Mtreal .....	1850 1879	Maesog, Que. ....	101 2	19 4	6 4	118	62	14 pa ...	I. Futvoys, St. John's, Que.
107,727	Mou-Ping .....	Vancouver .....	1899	Hong Kong, China. ....	45 5	10 0	5 0	20	14	8 sc ...	Benjamin T. Rogers, Vancouver, B.C.
122,166	Mowitz .....	Vancouver .....	1906	Vancouver, B.C. ....	45 9	17 1	5 2	50	34	1 sc ...	Harpur C. Nixon, Denman Island, B.C.
107,454	Moyie .....	" .....	1898	Nelson, B.C. ....	161 7	30 1	5 1	885	526	17 pa ...	Canadian Pacific Ry. Co., Montreal, Que.
116,867	Mudpout .....	Ottawa .....	1904	Hull, Que. ....	40 0	16 0	4 4	34	25	— sc ...	The E. B. Eddy Co., Ltd., Hull, Que
103,042	Mulgrave .....	Ottawa .....	1883	New Glasgow, N.S. ....	114 8	31 0	16 4	485	330	75 sc ...	The Minister of Railways and Canals, Ottawa, Ont.
117,200	Muriel .....	Kenora .....	1905	Dinorwic, Ont. ....	35 0	9 5	4 5	16	11	1 sc ...	Wm. H. Whalen, Fort William, Ont.
116,709	Muriel .....	Quebec .....	1902	Quebec, Que. ....	69 0	16 8	7 0	64	44	24 sc ...	William Price, Quebec, Que.
90,793	Muriel .....	Victoria .....	1887	Victoria, B.C. ....	70 0	15 5	6 7	44	28	4 sc ...	Peckers Steamship Co., Ltd., Van- couver, B.C.
* 101,261	Murray Bay .....	Montreal .....	1877	Wilmington, Delaware, U.S.A.	231 0	34 7	7 9	969	610	120 pa ...	Richlieu & Ontario Navigation Co., Montreal, Que.

\* Formerly "Carolina."

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100,283	Muskoka	Peterborough	.....	Simcoe, Ont	36 5	10 5	3 7	22	15	2 ps...	Gilmour & Co., Trenton, Ont.
83,372	Muskoka	Toronto	.....	Gravenhurst, Ont.	94 0	18 0	7 3	197	134	60 sc...	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,634	Myra	Prescott	.....	St Catharines, Ont.	82 0	17 2	8 6	73	37	32 sc...	James Buckley, Prescott, Ont.
100,308	Myron B.	Windsor, Ont.	.....	Detroit, Mich., U.S.A.	48 0	9 8	3 8	16	11	1 sc...	Walter H. Hawkins, et al., Little Current, Ont.
83,034	Myrtle	Brockville	.....	Brockville, Ont.	39 0	7 7	3 5	9	7	12 sc...	David Ward, Toronto, Ont.
111,959	Myrtle	New Westminster	.....	New Westminster, B.C.	27 5	5 5	2 5	4	3	5 sc...	Hori Windebant, Mission City, B.C.
111,888	Myrtle	Peterborough	.....	Peterborough, Ont.	33 2	7 7	3 2	5	4	4 sc...	Herbert Watt, Peterborough, Ont.
116,768	Myrtle	Toronto	.....	Point Abino, Ont.	40 0	9 5	4 0	9	6	2 sc...	J. W. Hamm, Tp. of Bertie, Welland Co., Ont.
116,849	Mystery	Owen Sound	.....	Lion's Head, Ont.	60 1	14 2	6 1	53	36	5 sc...	Clark Seabald, Lion's Head, Ont.
94,816	Mystery	Victoria	.....	Victoria, B.C.	80 5	16 5	7 8	65	39	24 sc...	MacKenzie Bros., Ltd., Vancouver, B.C.
107,134	N. Dymont	Goderich	.....	Goderich, Ont.	73 0	16 8	8 0	59	40	10 sc...	N. Dymont, Barrie, Ont.
95,852	Nagasaki	New Westminster	.....	Hong Kong, China	46 5	9 3	5 3	15	10	6 sc...	C. J. Lowen, Vancouver, B.C.
88,538	Naiad	Hamilton	.....	Toronto, Ont.	68 0	10 2	3 3	29	20	20 sc...	Harriet S. Sandford, M.O., Hamilton, Ont.
92,389	Naiad	Kingston	.....	Kingston, Ont.	51 4	9 2	3 9	15	10	7 sc...	Charles R. Webster, Kingston, Ont.
100,380	Naiad	Ottawa	.....	Hull, Que	41 8	8 3	4 6	7	6	5 sc...	T. G. Brigham, Ottawa, Ont.
122,539	Naiad	Vancouver	.....	Vancouver, B.C.	58 0	12 9	7 5	46	31	8 sc...	Leon Benoit and Joseph H. Benoit, Alert Bay, B.C.
121,764	Naiade	Vancouver	.....	Vancouver, B.C.	41 2	10 6	4 1	19	13	3 sc...	Board of Trustees of the Presbyterian Church in Canada, Toronto, Ont.
100,729	Nama	Montreal	.....	Montreal, Que.	75 2	10 3	4 4	42	36	14½ sc...	Richard B. Angus, Montreal, Que.
107,729	Nancy	Vancouver	.....	Vancouver, B.C.	26 9	8 6	2 4	6	4	1 sc...	Wm. J. Belding, Vancouver, B.C.
116,779	Nancy	Vancouver	.....	New Westminster, B.C.	17 0	4 1	1 6	1	1	5 sc...	Charles S. V. Branch, Vancouver, B.C.
112,147	Naniwa	Kingston	.....	Kingston, Ont.	54 3	8 9	2 9	12	7	9 sc...	F. J. Phillips, Toronto, Ont.
107,083	Nap	Ottawa	.....	Carleton Place, Ont.	25 5	6 9	2 6	1	1	3 sc...	N. Tessier, Hull, Que.
86,308	Napierville	Montreal	{	Sorel, Que.	123 9	42 4	5 4	165	113	11 ps...	Mrs. Arthemise Robert, Montreal, Que.
				Montreal, Que.							

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*62,598	Natashquan .....	Quebec .....	1870 .....	Sunderland, G.B. ....	198 7	27 3	15 5	807	594	98 so ..	The North Shore Transportation & Wreckage Co., Ltd., Quebec, Que.
116,255	National .....	Toronto .....	1903 .....	Toronto, Ont. ....	39 0	10 0	4 6	18	12	5 sc ..	The Corporation of the City of Toronto, Ont.
107,928	Native .....	New Westminster ..	1900 .....	New Westminster, B.C. ....	66 0	14 0	6 0	52	36	13 so ..	Jno. C. Butterfield, Port Simpson, B.C.
35,419	Nautilus .....	St. Andrews .....	1887 .....	New York, N.Y., U.S.A. ....	56 0	14 0	4 2	27	18	11 sc ..	Mrs. Addie L. Young, St. Stephen, N.B.
†100,660	Navajo .....	Kingston .....	1886 .....	Kingston, Ont. ....	108 6	21 7	8 7	179	92	64 so ..	G. A. and H. W. Richardson, J. O., Kingston, Ont.
† 88,531	Nellie .....	Hamilton .....	1886 .....	Hamilton, Ont. ....	25 2	6 2	2 9	2	2	2 so ..	R. Campbell, Bracebridge, Ont.
96,901	Nellie .....	Kingston .....	1882 .....	Kingston, Ont. ....	39 6	7 4	3 9	7	3	6 so ..	J. N. Leeman, Smith's Falls, Ont.
92,660	Nellie Bly .....	St. Catharines ..	1890 .....	Port Dalhousie, Ont. ....	42 2	13 4	4 2	13	7	8 so ..	Jo. Goodwin, Toronto, Ont.
103,938	Nellie H. ....	Chatham, N.B. ....	1897 .....	Chatham, N.B. ....	41 1	9 0	4 2	8	5	3 so ..	Edward Miller and H. R. Annett, J.O., Gaspé, Que.
90,544	Nellie Reid .....	Montreal .....	1886 .....	Buffalo, N.Y., U.S.A. ....	70 5	16 8	8 4	56	29	90 so ..	H. W. Richardson, Kingston, Ont.
94,846	Nellie S. ....	Windsor, Ont. ....	1885 .....	Detroit, Mich., U.S.A. ....	20 8	5 6	2 5	3	2	1 so ..	Geo. Sutherland, Essex Centre, Ont.
107,467	Nellie T. ....	Lindsay .....	1894 .....	Lindsay, Ont. ....	36 0	6 5	2 7	5	3	6 pa ..	Michael Dovey, Lindsay, Ont.
88,667	Nelson .....	Chatham, N.B. ....	1885 .....	Chatham, N.B. ....	73 4	14 7	7 0	64	44	21 so ..	Reynolds Harrington, Sydney, N.S.

\* Formerly the "Polino." † Formerly "King Ben." ‡ Formerly "W. Johnston."

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96,967	Nelson	New Westminster	1891	Nelson, B.C.	134 4	26 5	5 6	496	312	13 pa...	Canadian Pacific Railway Co., Montreal, Que.
92,762	Neptune	Quebec	1889	Lotbinière, Que.	32 6	8 8	2 8	11	8	8 sc...	John Drakey, Quebec, Que.
88,882	Neptune	St. John, N.B.	1885	Portland, N.B.	73 5	17 7	7 9	71	48	32 sc...	P. W. Thomson, et al., St. John, N.B.
103,255	Nereid	"	1895	St. John, N.B.	50 6	14 2	5 4	30	20	13 sc...	J. W. Smith, St. John, N.B.
103,056	Nereid	Yarmouth	1894	Yarmouth, N.S.	36 0	11 0	5 6	12	8	1 sc...	H. B. Cann, Yarmouth, N.S.
121,951	Nettie B.	Port Stanley	1906	Port Stanley, Ont.	37 7	11 8	4 3	12	9	4½ sc...	Wm. Berry, Port Stanley, Ont.
	New York	Montreal	1870	Sorel, Que.	126 1	23 0	8 2	311	143		H. A. Chillas, Nicolet, Que.
121,766	New Zealand	Vancouver	1906	Heriot Bay, B.C.	34 8	11 0	4 0	19	13	3 sc...	Mrs. Helen Bull, Heriot Bay, B.C.
111,813	Newers	"	1901	Vancouver, B.C.	52 5	13 6	5 6	56	37	9 sc...	Herbert Whitaker, Vancouver, B.C.
110,697	Newington	Vancouver	1899	Hull, G.B.	115 3	21 0	11 5	193	61	58 sc...	E. J. Fader, New Westminster, B.C.
88,761	Newport	Montreal	1879	Georgetown, Que.	47 0	12 0	6 0	12	8	20 sc...	Hy. H. Caswell, Newport, Vt., U.S.A.
*53,589	Niagara	Ottawa	1886 1901	Glasgow, G.B. re-built.	159 0	21 1	10 4	396	215	28 sc...	The Ontario & Quebec Nav., Co., Ltd., Pictou, Ont.
122,169	Nidge	Vancouver	1906	Vancouver, B.C.	63 7	14 3	7 0	58	39	16 sc...	Ross & Howard Iron Works Co., Ltd., Vancouver, B.C.
111,948	Night Hawk	New Westminster	1902	New Westminster, B.C.	42 0	7 5	3 5	10	7	8 sc...	The Edmonton Logging Co., Ltd., New Westminster, B.C.
117,195	Nightingale	Kenora	1905	Kenora, Ont.	33 0	7 0	3 8	5	3	1 sc...	Thomas Dufresne, Kenora, Ont.
103,393	Nile	Deseronto	1870	Batterssea, Ont.	90 1	19 1	6 0	96	49	20 sc...	The Rathbun Co., Deseronto, Ont.
103,957	Nile	Montreal	1894	Sorel, Que.	71 1	11 1	4 0	28	19	22 sc...	The Minister of Public Works, Ottawa, Ont.
107,066	Nilka	Ottawa	1897	Ottawa, Ont.	24 8	5 7	1 8	1	1	4 sc...	John Jamieson, et al., Ottawa, Ont.
90,524	Nina	Chatham, Ont.	1899	Rondeau, Ont.	32 0	9 5	4 8	11	9	10 sc...	J. Cooper, Chatham, Ont.
116,770	Nina	Toronto	1903		24 5	6 7	2 5	3	2	1 sc...	Mrs. Asenath A. Ghanville, Cutler, Ont.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont.	45 0	11 0	5 5	7	5	3 pa...	A. F. D. MacGachen, Winnipeg, Man. and W. A. Weir, Kenora, Ont., J.O.
122,328	Niobe	Vancouver	1905	Vancouver, B.C.	20 7	5 9	2 8	2	1	1 sc...	Robert J. Sprott, Vancouver, B.C.
92,443	Nipising	Toronto	1887	Gravenhurst, Ont.	125 0	21 0	7 6	275	207	23 pa...	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
†103,682	Niaka	Toronto	1897	Milford Bay, Ont.	36 0	8 0	3 8	9	6	3 sc...	Robt. J. Stroud, Milford Bay, Ont.
107,465	Nobby	Lindsay	1883	Peterborough, Ont.	25 0	5 5	2 2	2	1	1 sc...	Thomas Robson, Fenelon Falls, Ont.

\* Formerly "Druid."

† Formerly "Wawonaissa."

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100,025	Noeoss .....	Toronto .....	1887	Tamarac Island, Ont. ....	45 0	11 5	5 2	20	14	7 sc ..	The French River Boom Co., Toronto, Ont.
*100,937	Nokomis .....	Ottawa .....	1887	Morristown, N.Y., U.S.A.	55 6	10 0	3 9	25	17	— sc ..	W. C. Edwards, Rockland, Ont.
121,970	Nomad .....	Kingston .....	1906	Boston, Mass, U.S.A. ....	48 0	10 5	5 0	19	13	4½ sc ..	Gerald W. and William M. Birke, J. O., Montreal, Que.
71,263	Nora .....	Montreal .....	1886	Deseronto, Ont. ....	50 0	9 6	4 0	28	19	3 sc ..	The Minister of Public Works, Ottawa, Ont.
100,208	Nora .....	Vancouver .....	1889	Port Eslington, B.C. ....	45 0	10 5	5 0	19	13	2 sc ..	H. Bell-Irving, Vancouver, B.C.
122,377	Nora .....	" .....	1907	Port Guichon, B.C. ....	45 1	11 7	4 6	24	17	5 sc ..	Gasparo Nicolick, Port Guichon, B.C.
122,327	Nora .....	Vancouver .....	1906	Port Madison, Wash., U.S.A. ....	35 0	11 4	3 8	13	9	1 sc ..	Albert E. Brown, Vancouver, B.C.
103,330	Nora .....	Winnipeg .....	1885	Kenora, Ont. ....	44 0	11 1	3 7	20	14	1 sc ..	D. L. Mather, Kenora, Ont.
122,501	Nora Creina .....	Vancouver .....	1907	Vancouver, B.C. ....	22 3	6 1	2 5	2	1	½ sc ..	William B. Barwis, Vancouver, B.C.
122,147	Nora J .....	Barrington .....	1907	Yarmouth, N.S. ....	54 0	12 4	5 0	19	13	8 sc ..	James C. McGray, Cape Island, N.S.
112,044	Nord .....	Quebec .....	1902	Peribonca, Que. ....	62 2	15 2	4 5	56	38	3 sc ..	Edward S. Vignette, Peribonca, Que.
97,106	Norfolk .....	Port Burwell .....	1907	Collingwood, Ont. ....	62 0	14 0	6 6	32	22	10 sc ..	Frederick W. Doty, Goderich, Ont.
107,244	Normansell .....	New Westminster ..	1890	Maple Ridge, B.C. ....	29 0	6 3	2 8	5	3	1 sc ..	S. T. Teuze, New Westminster, B.C.

\* Formerly "Gilmey."



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*83,143	Norseman	1864	St. Catharines, Ont.	177 2	28 4	12 2	620	400	200 sc	N. Dymont, and A. E. Dymont, J. O. Barrie, Ont.
88,323	North	1886	Quebec	132 4	25 2	9 3	289	182	30 pa	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
96,911	North King	1868	Kingston	175 0	43 0	10 0	873	499	500 pa	Lake Ontario & Bay of Quinté Steamboat Co., Ltd., Kingston, Ont.
107,614	North River	1889	Ottawa	50 2	18 0	4 0	22	11	20 pa	McLachlin Bros., Ltd., Arnprior, Ont.
107,725	North Vancouver	1900	Vancouver	73 4	20 1	6 7	104	71	19 sc	Corporation of North Vancouver, Vancouver, B.C.
117,105	Northern Belle	1903	Ottawa	104 0	21 6	7 6	222	169	30 sc	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
71,193	Northern Light	1876	Ottawa	133 2	25 0	14 7	393	267	120 sc	Minister of Marine and Fisheries, Ottawa, Ont.
116,941	Northern Light	1903	Kenora	32 0	9 0	4 0	17	12	‡ sc	G. H. Draper, Kenora, Ont.
96,337	Northumberland	1891	Charlottetown	220 0	33 1	20 4	1,255	619	350 sc	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
122,011	Norway Belle	1905	Ottawa	66 7	25 8	4 7	46	42	2 pa	Archibald Macfarlane, Bristol, Que.
85,364	Nosbonsing	1884	Ottawa	56 6	11 8	4 6	25	19	8 sc	J. R. Booth, Ottawa, Ont.
107,302	Nyanza	1899	Windsor, N.S.	76 5	21 3	8 2	83	49	17 sc	F. W. Sumner, Moncton, N.B.
100,403	Nymoea	1896	Hamilton	72 0	11 0	5 0	51	35	7 sc	G. F. Beaumont, et al., Muskoka, Ont.
112,171	Nymph	1902	Toronto	72 6	14 8	4 0	84	57	14 sc	Robt. J. Stroud, Milford Bay, Ont.
94,914	Ocean Lily	1887	Southampton	29 0	7 0	3 0	3	2	4 sc	Edward Brooks, Red Bay, Ont.
100,945	Odessa	1894	Collingwood	32 0	8 0	7 6	12	8	2 sc	A. L. Nickerson, M.O., Midland, Ont.
111,460	Ozema	1901	Winnipeg	55 5	11 5	4 5	29	14	2 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
†94,931	Ogemah	1889	Port Hope	85 0	15 0	5 0	72	45	45 pa	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
116,281	Ohm	1902	Halifax	24 5	5 2	3 0	2	2	4 sc	Walter S. DeBlou, Halifax, N.S.
112,068	Ojibawaya	1902	Peterborough	16 2	4 4	1 7	1	1	1 sc	Mrs. F. A. Price, Missauga, Ont.
†100,038	Ojibway	1892	Toronto	130 5	21 6	8 7	194	132	18 sc	Benjamin V. Naylor, Noyan, Que.
122,378	Okanagan	1907	Vancouver	193 2	32 3	7 7	1,078	679	32 pa	Canadian Pacific Ry. Co., Montreal, Que.
102,305	Okema	1902	Winnipeg	20 5	5 5	2 7	4	3	‡ sc	Superintendent General of Indian Affairs, Ottawa, Ont.

\* Formerly, "Enterprise." † Formerly "Alice Ethel." ‡ Formerly "A. J. Tymon."

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107,441	Old Pioneer.....	Vancouver.....	1898	Vancouver, B.C.....	39 5	8 0	4 0	10	7	1 sc...	A. J. Mangold, London, Eng.
100,043	Olga.....	Brockville.....	1896	Brockville, Ont.....	33 0	8 5	4 0	5	4	7 sc...	John McLaren, Brockville, Ont.
116,277	Olive.....	Halifax.....	1903	Dartmouth, N.S.....	62 0	14 3	6 0	35	24	40 sc...	The Whitman Fish Co., Ltd., Canso, N.S.
107,623	Olive.....	New Westminster...	1899	Nicomen, B.C.....	72 0	12 5	3 5	71	45	4 pa...	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
108,433	Olive.....	Ottawa.....	1895	North Bay, Ont.....	25 6	6 0	3 0	2	1	4 sc...	G. W. Leach, et al., North Bay, Ont.
107,106	Olive.....	Victoria.....	1896	Victoria, B.C.....	29 0	9 2	3 2	6	4	3 sc...	S. W. Buckman, Victoria, B.C.
107,514	Olive May.....	".....	1898	Lake Bennett, B.C.....	60 0	16 7	5 0	85	54	3 pa...	N. B. Raymond, White Horse, Y.T.
117,060	Olive R.....	Barrington.....	1906	Shelburne, N.S.....	35 0	12 5	6 6	14	12	‡ sc...	Herbert Swim, M.O., Lockeport, N.S.
122,175	Ombabika.....	Port Arthur.....	1906	Lake Nepigon, Ont.....	70 0	15 0	6 0	75	51	10‡ sc...	Revillon Bros., Ltd., Montreal, Que.
107,382	Omega.....	New Westminster...	1900	Lake Bennett, B.C.....	98 8	21 0	5 2	127	86	13 sc...	Wm. C. Robinson, Lake Bennett, B.C.
107,101	On Time.....	Victoria.....	1896	Ballard, Wash., U.S.A.	38 0	10 0	4 4	11	4	2 sc...	James Pope, Port Harvey, B.C.
121,708	Ona.....	Toronto.....	1887	Hamilton, Ont.....	36 0	9 5	3 5	9	6	‡ sc...	Bertram Yates, Penetang, Ont.
92,322	Onaganoh.....	Kingston.....	*1887	Kingston, Ont.....	47 2	10 0	3 9	19	13	12 sc...	H. Fraser, Port Cockburn, Ont.
103,860	Onananihe.....	Ottawa.....	1896	Ottawa, Ont.....	23 9	5 8	2 4	1	1	3 sc...	E. A. Parsons, et al., Ottawa, Ont.

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*83,623	Onaping.....	Windsor, Ont.....	1870	Saginaw South, Mich., U.S.A.....	120 0	19 0	7 6	256	174	300 sc..	John Charlton, Lynedoch, Ont.
116,835	Onawa.....	Kingston.....	1904	Gananoque, Ont.....	29 6	5 4	2 7	2	2	½ sc..	Wm. J. Reid, Gananoque, Ont.
103,798	Oneida.....	Shelburne.....	1899	Lockeport, N.S.....	52 2	12 3	5 3	15	10	13 sc..	Freeman Payzant, Lockeport, N.S.
†90,562	Ongara.....	Toronto.....	1885	Toronto, Ont.....	90 5	18 4	5 4	98	64	80 sc..	The Niagara Navigation Co., Ltd., Toronto, Ont.
.....	Ontario.....	Hamilton.....	1870	Hamilton, Ont.....	63 5	12 0	6 0	41	28	.....	J. W. Steinboff, Wallaceburg, Ont.
94,885	Ontario.....	Montreal.....	1890	Owen Sound, Ont.....	297 0	41 3	14 9	1,615	1,018	300 pa..	Canadian Pacific Railway Co., Montreal, Que.
.....	Ontario.....	Port Hope.....	1868	Lindsay, Ont.....	58 0	15 0	4 3	80	50	.....	J. Thurston, Lindsay, Ont.
83,371	Ontario.....	Toronto.....	1881	Walker's Point, Ont.....	43 5	8 4	3 8	11	8	6 sc..	R. Walker, M.O., Township of Wood Ont.
125,983	Ontario No. 1.....	Montreal.....	1907	Toronto, Ont.....	317 0	54 2	18 7	5,146	3,229	292½ sc.	The Ontario Car Ferry Co., Ltd., Montreal, Que.
116,707	Ontarize.....	Quebec.....	1902	Indian Cove, Que.....	43 2	9 4	4 4	18	12	3 sc..	Harold Kennedy, Quebec, Que.
111,973	Onward.....	Southampton.....	1902	Kincardine, Ont.....	57 0	12 0	6 0	22	15	3 sc..	John McGaw, Kincardine, Ont.
112,173	Ophir.....	Toronto.....	1902	Parry Sound, Ont.....	41 8	9 0	4 4	11	8	1 sc..	Milton Pearce, Parry Sound, Ont.
122,631	Ophir.....	Vancouver.....	1907	Vancouver, B.C.....	21 4	24 0	8 2	212	139	16 sc..	Burrard Steamship Co., Ltd., Vancouver, B.C.
103,914	Ora.....	Victoria.....	1898	Lake Bennett, B.C.....	79 5	16 0	4 3	101	64	3 pa..	Edward J. Smyth, Victoria, B.C.
117,128	Orca.....	Kingston.....	1905	Kingston, Ont.....	34 0	6 0	3 3	4	3	3 sc..	Arthur F. Macnee, Kingston, Ont.
90,758	Orcadia.....	Port Arthur.....	1888	Goderich, Ont.....	54 3	14 0	5 2	23	16	30 sc..	A. W. Trombley, Fort William, Ont.
100,947	Orcadia.....	".....	1894	Collingwood, Ont.....	52 0	11 8	5 8	26	18	8 sc..	John Bowman, Roseport, Ont.
122,379	Orcadia.....	Vancouver.....	1907	Vancouver, B.C.....	26 9	8 0	3 4	7	5	1½ sc..	William B. Hood, Vancouver, B.C.
116,270	Oriana.....	Toronto.....	1903	Buffalo, N.Y., U.S.A.....	79 0	15 0	9 0	68	46	14 sc..	Robert E. Menzie, Toronto, Ont.
111,610	Orillia.....	New Westminster.....	1901	New Westminster, B.C.....	36 0	8 2	3 0	12	9	1 sc..	Samuel C. Smith, Vernon, B.C.
92,431	Oriole.....	Toronto.....	1896	Gravenhurst, Ont.....	75 0	14 5	4 4	75	48	4 so.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,378	Oriole.....	Vancouver.....	1885	Victoria, B.C.....	27 5	7 0	3 5	4	3	1 so..	G. J. Blackman, Vancouver, B.C.
†100,031	Orion.....	Quebec.....	1872	Walden, Ont.....	173 8	29 5	12 5	572	311	30 sc..	Achille Bernier, St. Joseph de Lévis, Que.
116,932	Orion.....	Victoria.....	1904	Christiania, Norway.....	94 1	17 4	10 6	109	22	42 sc..	The Pacific Whaling Co., Ltd., Victoria, B.C.
112,148	Oriska.....	Kingston.....	1903	Kingston, Ont.....	38 8	8 1	3 3	6	4	3 so..	Wm. Morris, Toronto, Ont.

† Formerly "Queen City." ‡ Formerly "Bromo."

\* Formerly "W. H. Pringle" and "International."

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107,235	Orleans.	Quebec.	1898	Lévis, Que.	118 0	28 0	9 2	269	183	52 sc.	La Compagnie Maritimee Industrielle de Lévis, Que.
116,623	Oro.	Kenora.	1898	Hamilton, Ont.	25 8	6 0	2 8	2	1	1 sc.	Grace Mining Co., Ltd., Ridgeway, Ont.
103,908	Oscar.	Victoria.	1897	Victoria, B.C.	81 0	21 0	7 0	95	61	8 sc.	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
103,638	Ospray.	Winnipeg.	1896	Gimli, Man.	49 0	11 0	4 5	21	14	1 sc.	H. Armstrong, Portage la Prairie, Man.
107,138	Osprey.	Goderich.	1902	Goderich, Ont.	72 4	15 1	6 8	42	28	17 sc.	James Purvis, Gore Bay, Ont.
97,016	Osprey.	St. Catharines.	1895	Port Robinson, Ont.	32 0	9 6	3 2	6	4	6 sc.	Dan Lang, Aldborough, Ont.
107,488	Ossifrage.	Sault Ste. Marie.	1886	West Bay City, Mich., U.S.A.	161 6	27 8	9 0	632	303	55 sc.	Algoma Central Railway, Sault Ste. Marie, Ont.
112,141	Oso.	Kingston.	1902	Kingston, Ont.	41 8	8 4	3 6	6	4	5 sc.	John H. Wilmott, Beaumaris, Ont.
111,890	Otonabee.	Peterboro.	1907	Peterboro, Ont.	111 2	24 0	5 6	136	87	21 sc.	Otonabee Navigation Co., Ltd., Peterboro, Ont.
121,923	Otranto.	Quebec.	1893	Baltimore, Md., U.S.A.	75 0	10 6	2 9	35	24	7 sc.	Alphonse Noel, Bonaventure River, Que.
111,443	Ottawa.	Ottawa.	1900	Toronto, Ont.	256 0	43 2	15 2	2,431	1,344	110 sc.	J. R. Booth, Ottawa, Ont.
94,628	Ottawa.	"	1888	Ottawa, Ont.	56 6	13 6	5 8	21	14	50 sc.	The Minister of Public Works, Ottawa, Ont.
103,050	Ottawa.	"	1887	Arnprior, Ont.	26 0	6 3	2 0	1	1	1 sc.	H. F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
*116,391	Ottawa.	Sarnia.	1881	Chicago, Ill., U.S.A.	151 0	28 4	13 0	617	420	150 sc.	The Reid Towing Co., Ltd., Sarnia, Ont.

\*Formerly "Boscobel."

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116,650	Ottawa	1904	Ottawa, Ont.	108 0	24 0	6 2	311	157	17 sc	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
121,911	Otter	1905	Kenora, Ont.	40 0	10 0	4 0	16	11	1 sc	Dominion Fish Co., Ltd., Selkirk, Manitoba.
111,662	Otter	1899	Montreal	24 9	7 8	3 1	3	2	1 sc	R. J. Durley, Montreal, Que.
103,632	Otter	1895	Ottawa	48 2	16 0	3 6	21	12	20 pa	Alex. Lumsden, Ottawa, Ont.
107,832	Otter	1900	Victoria, B.C.	128 0	24 5	11 0	366	232	24 sc	Canadian Pacific Railway Co., Montreal, Que.
64,452	Ouagondy	1870	St. John, N.B.	114 0	20 2	9 7	205	99	90 pa	The City of St. John, N.B.
92,392	Outlet Queen	1888	Kingston	43 3	9 4	3 6	18	12	5 sc	Wm. Black, Belleville, Ont.
103,951	Ovide	1897	Montreal	57 9	13 9	2 4	17	10	1 pa	Joseph Paul, Sorel, Que.
103,238	Owl (The)	1887	"	32 9	7 3	2 9	4	3	1 sc	L. J. Courtois, Courtois, Ont.
122,351	Owlet	1907	Kingston	43 6	11 0	4 7	16	11	1½ sc	James B. Paterson, Montreal, Que.
117,047	Oyama	1905	Barrington	53 2	17 2	5 5	44	28	8 sc	Barrington & Cape Island Steam Ferry Co., Ltd., Barrington, N.S.
92,286	P. S. Hiesordt	1887	Owen Sound	66 0	16 0	6 0	45	31	30 sc	W. J. Bell, Sudbury, Ont.
110,649	Pandosa	1900	St. John, N.B.	330 6	48 1	23 5	3,326	2,165	230 sc	Steamship Pandosa Co., Ltd., Rothesay, N.B.
†100,756	Parpoose	1893	Windsor, Ont.	71 5	18 3	5 7	57	39	4 sc	Alfred H. Clark, Windsor, Ont.
116,823	Parraboro	1903	Parraboro'	63 9	17 7	7 0	57	26	20 sc	J. N. Pugsley, Parraboro' N.S.
103,641	Parthia	1896	Kingston	126 8	38 3	7 1	198	84	47 pa	The Calvin Co., Ltd., Garden Island, Ont.
†100,234	Pastime	1885	Halifax	69 7	20 3	6 5	68	46	18 sc	L. Hefler, Halifax, N.S.
111,751	Pastime	1901	Kenora, Ont.	42 0	7 0	3 2	15	11	1 sc	Young Men's Christian Association, Winnipeg, Man.
121,759	Pastime	.....	Vancouver	32 4	10 5	3 7	15	10	½ sc	William S. Holland, Vancouver, B.C.
116,947	Pathfinder	1903	Kenora	66 0	12 5	4 0	23	16	1½ pa	Richard Deacon, Prince Albert, Sask.
116,415	Patay	1898	Victoria	33 5	8 2	3 9	7	5	1 sc	James Deguen, Gabriola Island, B.C.
111,168	Pawnee	1890	Sydney	115 8	23 9	5 7	107	65	150 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
121,777	Peace River	.....	Winnipeg	110 0	24 0	4 5	232	184	6 pa	Hudson Bay Co., London, Eng.

† Formerly a sailing vessel.

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107,872	Pearl	Lindsay	1899	Bobcaygeon, Ont.	35 0	7 2	3 0	6	4	6 sc	James Lewis, Bobcaygeon, Ont.
116,406	Pearl	Victoria	1901	Vancouver, B.C.	29 7	7 7	3 0	3	2	1 sc	G. Stanley Harria, Pender Island, B.C.
90,803	Pearl	New Westminster	1884	Seattle, Wash., U.S.A.	62 4	14 5	3 4	75	54	30 pa	John H. Lowe, Vancouver, B.C.
83,420	Pearl	Port Hope	1885	Peterborough, Ont.	30 0	7 5	2 2	8	5	5 sc	H. Calcutt, Peterborough, Ont.
112,170	Pearl	Toronto	1902	Parry Sound, Ont.	35 0	7 9	2 5	6	4	1 sc	Robt. G. Aird, Parry Sound, Ont.
122,321	Pearl	Vancouver	1907	Vancouver, B.C.	22 0	7 7	3 4	4	3	3 sc	James S. Emerson, Vancouver, B.C.
111,953	Peerless	New Westminster	1904	New Westminster, B.C.	92 0	20 5	9 5	128	89	39 sc	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
85,314	Peerless	"	1881	Kamloops, B.C.	133 0	25 5	5 0	307	255	75 pa	John A. Mara, M.O., Kamloops, B.C.
97,282	Peerless	Sydney	1884	Athens, N.Y., U.S.A.	90 0	20 0	6 0	94	81	30 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
107,328	Pekin	Halifax	1900	Moser's River, N.S.	90 4	18 5	7 5	85	50	65 sc	A. F. Cameron, Sherbrooke, N.S.
103,434	Pembroke	Ottawa	1895	Pembroke, Ont.	104 5	28 2	6 6	194	122	30 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
117,006	Pender	Vancouver	1904	Vancouver, B.C.	33 7	9 7	5 2	16	11	1 sc	G. S. Hopkins and Thos. E. Hopkins, J.O., Vancouver, B.C.
111,914	Penetang	Toronto	1901	Owen Sound, Ont.	82 0	16 5	9 8	100	64	21 sc	Firstbrook Box Co., Ltd., Toronto, Ont.
116,698	Pennsylvania	Montreal	1901	Cleveland, O., U.S.A.	108 0	35 4	4	428	379	6 sc	St. Lawrence Transportation Co., Ltd., Toronto, Ont.

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111,987	Penny	Vancouver	1898	Seattle, Wash, U.S.A.	25 0	6 8	2 9	3	2	6 sc	H. H. Hayden, Vancouver, B.C.
96,994	Penticton	New Westminster	1890	Okanagan Lake, B.C.	70 0	16 0	6 0	50	34	4 sc	B. Lequime, M.O., Kelowna, B.C.
* 100,531	Percy Cann.	Yarmouth	1892	Meteghan, N.S.	77 0	17 1	6 6	80	56	13½ sc	H. B. Cann, Yarmouth, N.S.
92,379	Peri	St. John, N.B.	1898	Rothsay, N.B.	38 4	8 9	2 8	12	8	15 sc	A. H. FitzRandolph, Fredericton, N.B.
100,470	Peribonca	Quebec	1892	Roberval, Que.	90 0	21 8	6 2	179	113	28 pa.	E. F. Württele, Quebec, Que.
97,013	Persia	St. Catharines	1873	St. Catharines, Ont.	144 0	26 2	12 2	757	500	58 sc	Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.
107,826	Pert.	Victoria	1890	Upper Columbia River, B.C.	49 8	10 0	2 6	6	4	1 sc	Robert Miller, Golden, B.C.
100,309	Pete Gorman	Windsor	1892	Saginaw, Mich., U.S.A.	76 0	19 8	10 0	64	37	13 sc	Jas. Whalen, Port Arthur, Ont., Jas. Murphy, Fort William, Ont., A. F. Bowman, Southampton, Ont., J. O. Joseph Alfred Petit and Arthur St. Laurent, J. O., Grande Mère, Que.
122,225	Petit St. Laurent	Montreal	1904	Grande Mère, Que.	38 9	8 7	3 1	10	7	1 sc	J. N. Hume, Halifax, N.S.
103,853	Petrel	Halifax	1898	Halifax, N.S.	29 5	8 5	3 5	6	4	5 sc	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
96,917	Petrel	Kingston	1892	Collin's Bay, Ont.	129 2	26 3	9 6	346	199	80 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
103,040	Petrel	Ottawa	1892	Owen Sound, Ont.	116 0	22 0	10 3	192	98	50 sc	Victoria Machinery Depot Co., Ltd., Victoria, B.C.
121,474	Petrel	Victoria	1906	Victoria, B.C.	86 4	17 0	12 3	134	58	23 sc	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
107,217	Petrel	Winnipeg	1899	Westbourne, Man.	120 0	26 0	6 0	168	94	5 sc	Harry E. Knoble, Port Arthur, Ont.
122,176	Pewabic	Port Arthur	1906	Lake Nepigon, Ont.	48 0	12 0	5 0	29	20	8 sc	The Skeena River Nav. Co., Ltd., Vancouver, B.C.
111,952	Phasant	New Westminster	1904	Langley, B.C.	112 0	17 2	5 0	251	158	9 pa.	Alcona Central & H. B. Ry., Sault St. Marie, Ont.
103,694	Philadelphia	Sault Ste. Marie	1896	Sault Ste. Marie, Mich., U.S.A.	90 0	19 0	14 8	148	88	31 sc	John H. Willmott, Beaumaris, Ont.
116,837	Phebe	Kingston	1904	Kingston, Ont.	40 6	8 4	3 3	11	7	2 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
111,571	Phenix	Toronto	1900	Huntsville, Ont.	50 0	11 2	4 8	29	20	7 sc	H. Bell-Irving Co., Ltd., Vancouver, B.C.
† 103,480	Phenix	Vancouver	1896	Ballard, Wash, U.S.A.	75 0	7 0	16 0	87	54	11 sc	L. Walsh, and W. C. Dalton, J.O., Port Arthur, Ont.
116,380	Phyllis	Port Arthur			21 0	5 4	2 5	2	1	½ sc	E. J. Nuttall and A. S. Nuttall, J. O., Port Arthur, Ont.
116,381	Pickett	"	1887	Brooklyn, N.Y., U.S.A.	75 0	13 0	6 0	45	30	14 sc	Richelieu & Ontario Navigation Co., Montreal, Que.
	Picton	Montreal	1870	Montreal, Que.	179 6	27 0	11 2	946	502	— pa.	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
	Pierpont	Kingston	1871	Kingston, Ont.	123 0	18 8	7 1	252	153	.....	

\* Formerly "Westport."  
† Formerly "Clayoquot."

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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116,810	Pierreville	Sorel	1906	Pierreville, Que.	100 0	24 0	3 7	121	76	8 ps.	Ida Niquette, Pierreville, Que.
125,991	Pikouagami	Quebec	1906	Roberval, Que.	65 4	17 6	3 5	57	36	8½ ps.	Quebec & Lake St. John Railway Co., Quebec, Que.
88,294	Pilgrim	Quebec	1884	St. Nicholas, Que.	122 0	22 1	7 4	262	165	32 ps.	H. S. Folger, Kingston, Ont.
88,303	Pilot.	"	1884	Lévis, Que.	104 9	32 5	13 7	427	289	75 sc.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,579	Pilot.	Toronto	1901	Parry Sound, Ont.	71 5	15 5	6 3	70	48	5 sc.	Mrs. Carrie E. Pratt, Parry Sound, Ont.
116,439	Pilot.	Vancouver	1897	"	25 0	6 5	2 8	2	2	6 sc.	Charles G. Johnson, Vancouver, B.C.
111,790	Pilot.	Victoria	1902	Pilot Bay, B.C.	31 0	7 4	3 2	8	5	— sc.	Fred. Cogile, Pilot Bay, B.C.
107,109	Pilot.	"	1898	Chemiaus, B.C.	127 5	24 8	12 0	279	148	90 sc.	Jas. Dunsmuir, Victoria, B.C.
116,289	Pioneer	Halifax	1904	Malone Bay, N.S.	41 4	10 8	5 2	15	11	1½ sc.	Hugh D. MacEwen, Morell, P.E.I.
112,306	Pioneer	Winnipeg	1902	Ninette, Man.	60 0	13 0	3 5	16	8	3½ sc.	Polican Lake Steamboat & Trading Co., Ltd., Ninette, Man.
75,913	Pioneer	Kingston	1879	Napanee, Ont.	49 0	15 2	4 6	28	19	14 sc.	H. C. Rothwell, Kingston, Ont.
106,879	Platea	St. John, N. B.	1897	Port Glasgow, G. B.	324 6	48 0	22 6	3,169	2,044	294 sc.	Steamship Platea Co., Ltd., Rothesay, N.B.
103,102	Plover	Montreal	1883 1894	Lachine, Que.	64 7	15 3	7 0	40	27	9 sc.	The Sincennes McNaughton Line, Ltd., Montreal, Que.
116,586	Pocahontas	"	1904	North Hatley, Que.	68 5	16 5	5 0	56	38	12 sc.	J. G. Sampson, North Hatley, Que.



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92,727	Pechahontas	Toronto	1885	Muskoka Mills, Ont.	36 0	16 0	3 7	32	20	4 pa	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759	Polaris	Quebec	1883	Lévis, Que.	118 5	31 4	16 5	533	336	180 sc	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,494	Pole Nord	Quebec	1899	Quebec, Que.	29 6	7 0	3 5	4	3	5 sc	Joseph M. Rousseau, Quebec, Que.
122,475	Pollux	Ottawa	1907	Toronto, Ont.	66 0	22 0	5 2	88	23	3½ pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
111,864	Pontiac	"	1901	Arnprior, Ont.	86 7	16 0	6 7	116	97	75 pa	McLachlin Bros., Ltd., Arnprior, Ont.
116,334	Pontiac	"	1903	Simcoe, Ont.	40 0	16 0	3 6	15	9	20 pa	Peter Whelen, Ottawa, Ont.
115,790	Pontiac	Pictou, N.S.	1903	Yoker, G. B.	352 0	48 2	22 4	3,345	2,072	343 sc	Pontiac Steamship Co., Ltd., New Glasgow, N.S.
100,687	Popcum	New Westminster	1894	Popcum, B.C.	50 0	12 0	3 5	13	8	1 pa	W. Knight, Popcum, B.C.
90,765	Port Elgin Queen	Goderich	1886	Port Elgin, Ont.	52 4	14 4	6 3	37	26	35 sc	A. F. Bowman and C. F. Rowman, Southampton, Ont.
121,922	Portneuf	Quebec	1906	St. Joseph de Lévis, Que.	59 0	15 7	5 7	39	26	15 sc	Alfred John Lalonde, Kingston, Ont.
94,798	Powerful	Richibucto	1900	Rexton, N.B.	54 0	11 0	2 6	29	18	20 sc	John Jardine, Rexton, N.B.
103,557	Préfontaine	Montreal	1896 1898 1903	Sorel, Que.	202 0	30 6	8 0	899	533	56 sc	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
112,166	Premier	Chatham, N.B.	1903	Chatham, N.B.	38 0	10 4	4 8	9	6	6 sc	A. F. Bently, M.O., Chatham, N.B.
122,444	Premier	St. John, N.B.	1907	Clifton, N.B.	64 9	21 6	4 7	56	35	4½ pa	The Clifton Steamship Co., Ltd., Gondola Point, N.S.
* 92,735	Premier	Toronto	1888	Hamilton, Ont.	130 0	25 2	9 0	337	219	40 sc	The Doty Engine Works Co., Ltd., Goderich, Ont.
103,652	Premier	Winnipeg	1896	Selkirk, Man.	126 0	22 9	8 9	414	282	32 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
† 107,900	Prescott	Montreal	1873 1900 1888	Montreal, Que.	195 1	27 8	9 0	1,107	648	53 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
122,943	Prins	Toronto	1906	Sorel, Que.	34 0	7 8	3 5	8	5	1 sc	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
107,534	Primrose	Owen Sound	1899	Toronto, Ont.	53 0	11 0	5 0	23	16	9 sc	M. McInnes, Meaford, Ont.
94,990	Primrose	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	42 pa	The Toronto Ferry Co., Ltd., Toronto Ont.
112,234	Primrose	Winnipeg	1902	Peterboro, Ont.	37 0	8 4	4 0	9	6	1 sc	The Hudson's Bay Co., London, Eng.
117,197	Prince	Kenora	1905	Kenora, Ont.	27 0	6 0	3 0	3	2	1 sc	Neil Brunsel, Kenora, Ont.
.....	Prince Alfred	Kingston	1867	Brookville, Ont.	60 2	10 8	5 0	20	10	.....	Mrs. S. E. Miller, Gore Bay, Ont.
† 107,349	Prince Albert	Yarmouth	1901	Shelburne, N.S.	97 0	20 0	8 4	127	64	24 sc	The Dominion Atlantic Railway Co., Ltd., London, Eng.

\* Formerly "Lincoln" and "Greenbush"  
† Formerly "B. & C."

\* Formerly "Lincoln" and "Greyhound."

† Formerly "Bohemian."

† Formerly "Messenger."

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80,955	Prince Edward Ferry.	Pictou, Ont.	1885	Deseronto, Ont.	58 0	18 4	3 0	18	12	12 ps.	Wm. Powles, Deseronto, Ont.
103,595	Princess	Charlottetown	1896	Grangemouth, G.B.	165 0	26 0	17 7	542	252	90 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
	Princess	Montreal	1872	Montreal, Que.	141 9	22 4	7 8	527	298	— ps.	Ottawa River Navigation Co., Montreal, Que.
116,405	Princess Beatrice	Victoria	1903	Victoria, B.C.	193 4	37 4	15 2	1,290	635	124 sc.	Canadian Pacific Railway Co., Montreal, Que.
107,202	Princess Helen	Winnipeg	1898	Wakefield, G.B.	22 4	6 5	2 4	2	1	1 sc.	Canadian Pacific Railway Co., Montreal, Que.
77,903	Princess Louise	Cornwall	1879 1886	Ogdensburg, N.Y., U.S.A.	67 7	13 0	4 2	26	18	25 sc.	A. J. Tempest, Edmonton, N.W.T.
* 72,682	Princess Louise	Vancouver	1869	New York, U.S.A.	184 0	30 0	13 0	932	544	75 ps.	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
+ 109,860	Princess May	Vancouver	1888	Newcastle-on-Tyne, G.B.	249 0	33 2	17 7	1,717	892	450 sc.	Canadian Pacific Ry. Co., Montreal, Que.
121,988	Princess Royal	Victoria	1907	Victoria, B.C.	228 0	40 0	16 6	1,997	981	177 sc.	Canadian Pacific Railway Co., Montreal, Que.
103,646	Priscilla	Toronto	1897	Kingston, Ont.	63 2	9 2	4 6	20	14	15 sc.	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor	Vancouver	1900	Nelson, B.C.	65 0	14 4	5 2	43	29	13 sc.	Canadian Pacific Railway Co., Montreal, Que.
122,158	Progressive	"	1906	Vancouver, B.C.	77 6	18 0	8 8	88	60	16 sc.	The Progressive Steamboat Co., Ltd., Vancouver, B.C.
107,865	Prospector	Dawson	1901	White Horse, Y.T.	110 9	22 2	4 5	263	165	10 ps.	R. P. McLellan, Dawson, Y.T.
121,713	Prospector	Vancouver	1906	Vancouver, B.C.	27 0	7 7	2 3	8	5	1 sc.	Charlie Cavanagh, Vancouver, B.C.

\* Formerly "Olympia."  
+ Formerly "Hasting."

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		1901	Vancouver, B.C.	28 4	6 4	2 9	3	2	2 sc ..	
111,819 Psyche.	Vancouver.	1901	Vancouver, B.C.	28 4	6 4	2 9	3	2	2 sc ..	Fred. G. Thulin, Lund, B.C.
111,930 Ptarmigan.	New Westminster.	1903	Golden, B.C.	110 0	20 5	4 0	246	155	4 pa ..	The Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.
122,493 Puffing Billy.	Chatham, N.B.	1903	Shippagan, N.B.	35 5	10 0	2 5	9	9	1 pa ..	Joseph H. Taylor, Campbellton, N.B.
122,073 Puffing Billy.	Toronto	1905	Waukegan, Ont.	23 8	5 8	2 9	3	2	4 sc ..	John Cumberlege Cantley, Minnecoganshene, Ont.
111,923 Puritan.	Toronto	1901	Holland, U.S.A.	41 4	6 8	3 0	6	4	... sc ..	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
121,738 Pursuit.	Vancouver, B.C.	1905	Vancouver, B.C.	32 0	10 0	3 3	12	8	1 sc ..	William Main, M.O., Vancouver, B.C.
111,632 Pydna.	St. John, N.B.	1900	Port Glasgow, G.B.	309 6	44 5	22 5	2,968	1,855	241 sc ..	Steamship Pydna Co., Ltd., Rothersay, N.B.
121,780 Qu Appelle.	Winnipeg.	1907	Port Hymn, Sask.	62 0	17 0	4 0	82	51	10½ sc ..	Wm. Pearson Co., Ltd., Winnipeg, Man.
96,899 Quadra.	Ottawa.	1891	Paisley, G.B.	174 5	31 1	13 6	573	285	120 sc ..	The Minister of Marine and Fisheries Ottawa, Ont.
96,916 Quebec.	Kingston.	1867	Bedford Mills, Ont.	110 2	23 4	5 1	108	60	45 sc ..	H. F. Cumming, Cornwall, Ont.
122,405 Quebec.	Montreal.	1865 1907	Sorel, Que.	311 0	64 11	12 0	3,454	1,985	120 pa.	The Richelieu & Ontario Nav. Co., Montreal, Que.
122,478 Quebec.	Ottawa.	1907	Carleton Place, Ont.	30 6	7 1	3 0	5	4	2½ sc ..	Temiskaming Navigation Co., Ltd., Mattawa, Ont.
100,638 Queen.	New Westminster.	1894	Kamloops, B.C.	70 0	12 8	3 6	77	49	4 pa ..	Mrs. Antoinette LeM. Saucier, Kamloops, B.C.
107,619 Queen.	Ottawa.	1899	North Bay, Ont.	50 2	9 3	4 8	15	12	8 sc ..	R. Farries, et al., North Bay, Ont.
92,335 Queen.	Quebec.	1886	Lévis, Que.	117 0	31 6	14 8	367	249	75 sc ..	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
85,517 Queen.	Toronto	1883	Roach's Point, Ont.	35 7	8 5	3 5	7	5	8 sc ..	Thomas Ellis, Roach's Point, Ont.
*121,980 Queen.	Victoria.	1883	Seattle, Wash., U.S.A.	69 9	16 8	8 4	71	35	23½ sc ..	The Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
78,015 Queen.	Winnipeg.	1883	Kenora, Ont.	49 5	9 0	4 2	32	19	15 sc ..	A. F. D. MacGachan Winnipeg, Man., and W. A. Weir, Kenora, Ont.
+103,482 Queen City.	Victoria.	1894	Vancouver, B.C.	116 0	27 0	10 0	391	244	34 sc ..	Canadian Pacific Railway Co., Montreal, Que.
90,567 Queen of the Isles.	Toronto.	1885	Orillia, Ont.	72 0	11 0	4 3	40	27	15 sc ..	Muskoka Leather Co., Ltd., Toronto, Ont.
107,861 Quick.	Dawson.	1900	Dawson, Y.T.	60 0	11 0	3 0	67	61	55 pa ..	Thos. Smith, Fort Selkirk, Yukon Territory.
85,571 Quiddy.	St. John, N.B.	1883	Portland N.B.	62 3	12 0	4 9	31	19	10 pa ..	B. A. Fanjoy, Johnston, N.B.

\* Formerly a sailing vessel. † Formerly "Queen City."

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* 107,451	R. A. McLean....	Sault Ste. Marie....	1873	Muskegon, Mich., U.S.A.	49 0	13 2	5 1	30	14	— sc ..	Mrs. Margaret McLean, Sault Ste. Marie, Ont.
.....	R. B. McPherson....	Goderich....	1872	Goderich, Ont.....	53 9	11 0	5 9	30	20	.....	Jas. Morrow, Collingwood, Ont.
100,125	R. C. Brittain....	Wallaceburg....	1877	Toledo, O., U.S.A.....	142 2	24 0	8 0	213	149	13 sc ..	Wm. Scott, Wallaceburg, Ont.
77,716	R. F. Child....	Wallaceburg....	.....	.....	35 5	8 2	4 0	5	3	3 sc ..	H. D. Gamble, Toronto, Ont.
111,971	R. H. Dobson....	Southampton....	1902	Goderich, Ont.....	75 0	14 7	6 9	44	30	14 sc ..	Dobson & McLeod, Southampton, Ont.
111,853	R. J. Morrell....	Owen Sound....	1901	Mesford, Ont.....	68 0	13 0	6 5	40	27	10 sc ..	Jas. Pilgrim, Mesford, Ont.
103,875	R. P. Flower....	Montreal....	1883	Watertown, N.Y., U.S.A.	56 6	10 5	3 5	22	14	2 sc ..	V. P. Cantin, Montreal, Que.
85,316	R. P. Rithet....	Victoria....	1882	Victoria, B.C.....	177 0	33 6	8 5	817	686	250 ps ..	Canadian Pacific Railway Co., Montreal, Que.
116,472	R. R. Call....	Chatham, N.B....	1904	Chatham, N.B.....	53 6	13 0	5 3	23	16	8 sc ..	Charles Remsborow, Chatham, N.B.
83,154	R. Anglin....	Belleville....	1869	Kingston, Ont.....	97 3'	22 9	5 4	97	52	2 sc ..	R. J. Couch and H. W. Brooks, J.O., Ottawa, Ont.
100,935	R. Hurdman....	Ottawa....	1892	Kippewa, Que.....	108 0	19 7	6 6	93	68	45 sc ..	A. Lumsden, Ottawa, Ont.
116,305	R. Tis-3....	Charlottetown....	1905	Charlottetown, P.E.I....	25 4	7 5	3 4	3	3	5½ sc ..	H. H. Crossman, Charlottetown, P.E.I.
88,529	R. Watts....	Hamilton....	1897	Hamilton, Ont.....	24 8	6 5	3 8	27	18	5 sc ..	Robert Watts, Hamilton, Ont.
103,926	Rainbow....	Peterborough....	1898	Birdsall, Ont.....	71 4	11 7	3 7	51	34	6 sc ..	Francis Burnett, Birdsall, Ont.

\* Formerly "Alice M. Campbell."

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90,725	Ralph E. S.	Halifax	1886	Mahone Bay, N.S.	56 0	13 2	6 2	28	19	20 sc	Mrs. Rosanna Neville, Halifax, N.S.
*116,460	Ralph T. Holcomb	Sarnia	1898	Marine City, Wis., U.S.A.	133 5	30 2	9 2	375	165	42 sc	F. E. Hall, L'Orignal, Ont.
107,591	Rambler	Owen Sound	1898	Owen Sound, Ont.	48 2	8 8	5 0	6	4	14 sc	Watrous Engine Co., Ltd., Brantford, Ont.
107,180	Rambler	Port Arthur	1891	Superior, Wis., U.S.A.	30 0	9 0	4 0	6	3	8 sc	Geo. A. McLaurin, Savanne, Ont.
116,266	Rambler	Toronto	1933	Toronto, Ont.	70 0	10 0	3 5	39	25	10 sc	Mrs. Isabelle McKinnon, Toronto, Ont.
117,003	Rambler	Vancouver	1904	Vancouver, B.C.	23 0	6 2	2 6	2	1	1 sc	Cyril J. Haney, Port Haney, B.C.
121,754	Rambler	"	1906	"	31 0	10 0	4 6	15	10	1 sc	John G. Fleck, Vancouver, B.C.
122,157	Rambler	"			40 6	7 6	4 0	11	7	4 sc	Mrs. Harriet Ford, Port Hammond, B.C.
103,655	Rambler	Winnipeg	1896	Kenora, Ont.	46 7	10 4	4 5	26	18	1 sc	C. G. Pennock and E. F. Kandall, Kenora, Ont.
107,253	Ramona	New Westminster	1896	Portland, Ore., U.S.A.	178 2	25 0	4 4	251	209	9 ps	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127	Randolph	Quebec	1890	Quebec, Que.	42 2	11 4	4 0	17	4	40 sc	Mrs. Sarah C. Malone, Trois Rivières, Que.
103,259	Randolph	St. John, N.B.	1894	St. John, N.B.	38 3	10 3	3 3	9	6	8 sc	Frederickton Boom Co., Fredericton, N.B.
92,395	Ranger	Deseronto	1888	Kingston, Ont.	46 5	10 6	4 3	14	8	25 sc	The Rathbun Co., Deseronto, Ont.
	Ranger	Port Hope	1884	Lindsay, Ont.	74 0	13 0	5 0	53	40		Geo. Crandell, Lindsay, Ont.
+116,937	Ranger	Victoria		U.S.A.	58 8	19 0	5 9	53	28	12 sc	A. H. Mace, F. Wm. Hemeny, and Wm. H. Morton, Nanaimo, B.C.
94,841	Ranger	Windsor, Ont.	1888	Walkerville, Ont.	44 4	7 5	3 7	8	5	5 sc	Wm. Parker, Sandwich, Ont.
122,486	Raoul	Quebec	1907	St. Paul's Bay, Que.	67 7	16 0	6 6	43	42	20 sc	Arsene H. Simard, St. Paul's Bay, Que.
122,407	Rapids King	Montreal	1907	Toronto, Ont.	289 0	40 0	9 5	1,801	1,199	155 sc	Richellen & Ontario Navigation Co., Montreal, Que.
117,198	Rat Portage	Kenora	1906	Kenora, Ont.	38 5	8 0	3 5	15	10	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
112,250	Raven	Vancouver	1902	Friday Harbour, U.S.A.	43 0	13 0	6 4	25	17	7 sc	N. J. Mayhew, Vancouver, B.C.
100,050	Recluse	Brockville	1897	New York, N.Y., U.S.A.	18 5	8 3	2 1	3	2	2 sc	E. H. Bissett, Brockville, Ont.
136,674	Red Fir	Victoria	1884	New Westminster, B.C.	75 0	15 4	6 7	67	45	6 sc	Red Fir Lumber Co., Ltd., Nanaimo, B.C.
88,471	Red River	Winnipeg	1882	Winnipeg, Man.	125 0	26 0	6 8	166	113	5 sc	Northwest Nav. Co., Ltd., Winnipeg, Man.
90,787	Red Star	Victoria	1887	Victoria, B.C.	33 0	9 0	3 0	15	10	2 ps	M. P. Reid, Kaslo, B.C.

\* Formerly "Isaac Lincoln." † Foreign name "Wishkah." ‡ Formerly "Eagle." || Formerly a sailing vessel.

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112,303	Redwing.....	Winnipeg.....	1904	Saskatoon, Man.....	65 0	10 0	7 0	23	16	5 sc ..	The Superintendent General of Indian Affairs, Ottawa, Ont.
88,499	Regina.....	".....	1885	Winnipeg, Man.....	32 0	8 5	4 5	7	5	1 sc ..	J. D. Johnson, Kenora, Ont.
100,654	Reginald.....	Sarnia.....	1894	Garden Island, Ont.....	120 6	20 0	9 7	186	13	400 sc ..	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,790	Reina.....	Ottawa.....	1906	Hull, Que.....	30 4	6 8	3 6	4	3	4 sc ..	Francis St. Louis, Hull, Que.
88,561	Reindeer.....	Kingston.....	1894	Kingston, Ont.....	74 0	17 2	5 3	58	34	11 sc ..	James Collier, Fredericksburg, Ont.
97,115	Reliance.....	Midland.....	1892	Collingwood, Ont.....	124 0	23 0	11 6	311	182	66 sc ..	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
85,281	Reliance.....	Deseronto.....	1881	Deseronto, Ont.....	120 0	23 5	9 0	239	169	134 sc ..	The Rathbun Co., Deseronto, Ont.
103,166	Reliance.....	Vancouver.....	1897	New Westminster, B.C.....	54 0	12 4	6 1	36	25	8 sc ..	Anglo-British Columbia Packing Co., Ltd., London, Eng.
117,114	Reliance.....	".....	1906	Vancouver, B.C.....	26 8	8 6	3 9	10	7	1 sc ..	D. S. Gray, Vancouver, B.C.
84,842	Relief.....	Quebec.....	1865	Mystic, Conn., U.S.A.....	116 0	30 0	15 3	381	193	90 sc ..	Antoine Gagnon, Quebec, Que.
71,116	Rescue.....	Collingwood.....	1878	Collingwood, Ont.....	56 0	13 5	6 0	20	17	20 sc ..	Richard Power, M.O., Victoria Harbour, Ont.
88,244	Rescue.....	Deseronto.....	1885	Deseronto, Ont.....	62 0	16 0	7 0	52	36	98 sc ..	The Rathbun Co., Deseronto, Ont.
*92,573	Rescue.....	Halifax.....	.....	.....	104 0	21 8	7 5	124	84	30 sc ..	Wm. McPartridge, Halifax, N.S.

\* Formerly H. M. gunboat "Charger."

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92,439	Reebee	Toronto	1886	Toronto, Ont.	41 0	8 7	4 2	7	5	2 sc.	Mrs. Mary C. McMurchy and Alicia C. McMurchy, J.O., Toronto, Ont.
195,719	Reserve	Ottawa	1884	Buffalo, N.Y., U.S.A.	61 8	15 3	4 8	49	36	30 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
178,564	Restigouche	Quebec	1877	Port Glasgow, G.B.	229 7	31 0	16 1	945	463	180 sc.	North American Transportation Co. Ltd., Quebec, Que.
117,159	Restless	New Westminster	1906	New Westminster, B.C.	71 0	17 0	7 0	76	53	16 sc.	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
111,868	Rets	Ottawa	1902	Britannia, Ont.	35 5	8 6	2 6	2	1	4 sc.	M. W. Clifford, Lakefield, Ont.
107,589	Retia	Lindsay	1899	Lindsay, Ont.	29 0	5 2	2 0	2	1	3 sc.	Joseph Brown, Lindsay, Ont.
111,777	Revelstoke	Victoria	1902	Nakusp, B.C.	126 9	22 7	4 3	309	179	10 ps.	Revelstoke Nav. Co., Ltd., Revelstoke, B.C.
122,494	Rex	Chatham, N.B.	1907	Chatham, N.B.	77 0	19 4	5 5	60	38	10 ps.	John T. Rundle, Chatham, N.B.
116,594	Rex	Montreal	1893	Brooklyn, N.Y., U.S.A.	59 0	7 0	3 0	13	9	10 sc.	G. F. Benson, Montreal, Que.
122,514	Rex	Vancouver	1907	Vancouver, B.C.	38 0	10 0	4 0	14	9	5 sc.	Peter and Jonas Newberg, Vancouver, B.C.
116,268	Rheata	Midland	1882	Tonawanda, N.Y., U.S.A.	48 0	12 4	5 7	27	18	9 sc.	John S. Kinnie, Midland, Ont.
69,613	Rhoda	Quebec	1874	Levis, Que.	131 6	23 0	10 1	182	59	45 ps.	J. H. Dorion, Chateau Richer, Que.
77,576	Rhoda May	Montreal	1877	Messina, N.Y., U.S.A.	50 0	9 8	4 5	18	12	10 sc.	A. P. Ross, Cornwall, Ont.
117,023	Richmond	Sydney	1905	Sydney, N.S.	112 5	13 0	8 3	162	105	20 sc.	The Richmond Steamship Co., Ltd., Sydney, N.S.
92,614	Richmond	Winnipeg	1887	Thunder Bay, Ont.	39 4	11 0	4 8	14	10	2 sc.	Joseph Brimson, Port Arthur, Ont.
196,920	Rideau King	Kingston	1893	Kingston, Ont.	107 0	23 4	6 0	266	197	12 sc.	The Rideau Lakes Navigation Co., Ltd., Kingston, Ont.
107,742	Rideau Queen	"	1900	"	108 0	27 3	6 9	351	196	25 sc.	"
107,855	Rideout	Dawson	1898	Stockton, Cal., U.S.A.	150 0	32 0	4 0	278	267	450 ps.	A. J. Smilie, Dawson, Yukon Territory.
111,946	Rifle	New Westminster	1902	Kamloops, B.C.	45 0	11 0	3 5	37	23	2 ps.	The Lamb-Watson Lumber Co., Ltd., Arrowhead, B.C.
97,118	Ripple	Collingwood	1892	Collingwood, Ont.	32 0	8 0	3 7	5	4	1 sc.	Peter Chesterfield, Richard's Landing, Ont.
72,567	Ripple	Kingston	1874	Portsmouth, Ont.	38 0	8 6	3 3	13	10	2 sc.	C. Warren, Pembroke, Ont.
77,993	Ripple	Ottawa	1878	Hull, Que.	43 9	8 8	4 6	16	10	14 sc.	W. H. Wylie, Carleton Place, Ont.
116,212	Ripple	Quebec	1902	Quebec, Que.	39 6	9 5	4 5	13	9	3 sc.	John S. Thom, Quebec, Que.
112,047	Ripple	St. Catharines	1902	St. Joseph, Mich., U.S.A.	15 4	5 3	3 7	2	1	1½ sc.	J. P. Gibbons, Port Colborne, Ont.

† Formerly "Alaska." ‡ Formerly "Rathlin." § Formerly "J. H. DeGraft." || Formerly "James Swift."

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## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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66,064	Rival.....	Montreal.....	1873	St. Colombe, Que..	120 0	23 0	8 4	125	36	60 pa..	Sincennes McNaughton Line Ltd., Montreal, Que.
96,894	River Belle.....	Ottawa.....	1891	Chalifeau L'ing, Que.....	40 0	8 5	4 5	14	11	20 sc..	Daniel Johnson, Combermere, Ont.
117,126	River View.....	Kingston.....	1903	Penetang, Ont.....	28 4	7 6	2 9	5	3	‡ sc..	F. Shipman, Ivy Lea, Ont.
100,335	Rivière du Loup..	Montreal.....	1873 1886	Sorel, Que.....	104 8	22 7	4 6	199	130	19 pa..	Narcisse Auclair, L'Assomption, Que.
121,732	Roamer.....	Vancouver.....	1906	Vancouver, B.C.....	17 7	5 1	2 1	1	1	7 sc..	Stanley W. Conner, Vancouver, B.C.
122,360	Rob. G. Weddell.....	Kingston.....	1907	Trenton, Ont.....	66 1	16 0	7 8	45	19	28 sc..	Robert Weddell, Trenton, Ont.
111,585	Rob Roy.....	Peterborough.....	1900 1904	Peterborough, Ont.....	41 0	7 4	3 4	13	10	‡ sc..	Robert M. Roy, Peterborough, Ont.
111,915	Rob Roy.....	Toronto.....	1899	Pfefferlaw, Ont.....	30 0	7 5	3 0	5	3	1 sc..	Norman Bennet, Orillia, Ont.
100,732	Rob Roy.....	Windsor, N.S.....	1892	Mount Denison, N.S.....	52 0	10 2	5 0	14	10	12 sc..	T. W. McKinley and W. H. McKinley Mount Denison, N.S.
77,830	Robbie Burns.....	Halifax.....	1876	Dartmouth, N.S.....	72 4	25 0	7 0	89	73	20 sc..	W. Beazley, et al., Ferguson's Cove, N.S.
85,320	Robert Dunsmuir.....	New Westminster.....	1883	New Westminster, B.C.....	105 0	17 5	6 7	152	98	18 sc..	Herbert Gilley, New Westminster, B.C.
*94,921	Robert McDonald.....	Kingston.....	1890 1907	Pickton, Ont.....	95 7	19 0	6 4	97	50	18 sc..	James H. Bell and John Eres, King- ston, Ont.
107,419	Robert Mackay.....	Montreal.....	1899	Levia, Que.....	79 2	17 6	11 9	129	87	43 sc..	Harbour Commissioners of Montreal, Montreal, Que.
125,972	Roberval.....	".....	1907	Toronto, Ont.....	128 3	24 0	9 0	344	157	27 sc..	La Compagnie le Nord, Chicoutimi, Que.

\* Formerly a sailing vessel.



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122,024	Robie M.	Halifax.	1907	Liverpool, N.S.	76 6	16 6	7 3	67	31	19 sc.	James W. Langille, Halifax, N.S.
85,494	Rock	Collingwood.	1883	Midland, Ont.	43 6	11 8	6 8	14	10	16 sc.	James Anderson, M.O., Midland, Ont.
107,879	Rockaway	Lindsay.	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa.	T. H. DeCew, Fenelon Falls, Ont.
107,216	Rocket	Winnipeg.	1899	Saskatoon, Man.	76 0	15 0	6 8	56	21	7 sc.	Northwest Navigation Co. Ltd., Winnipeg, Man.
85,358	Rockland	Ottawa.	1882	Rockland, Ont.	65 5	16 0	9 2	78	50	50 sc.	The Hawkesbury Lumber Co., Ltd. Hawkesbury, Ont.
92,542	Rodolphe	Montreal.	1885	Sorel, Que.	100 7	29 4	5 2	116	72	26 pa.	Louis Tourville, Montreal, Que.
112,348	Rona	Liverpool.	1903	Liverpool, N.S.	75 2	19 3	7 5	70	42	— sc.	Hia Majesty King Edward VII.
111,669	Rosa	Montreal.	1902	St. Hyacinthe, Que.	45 7	12 0	1 6	26	16	2 pa.	Mrs. Louisa Blanchard, St. Hyacinthe, Que.
83,151	Rosamond	Belleville.	1883	Belleville, Ont.	48 0	9 5	4 9	23	15	15 sc.	Jas. F. Canniff, Toronto, Ont.
111,655	Rose Emma	Montreal.	1900	St. Gabriel de Brandon, Que.	44 6	9 0	4 2	11	7	1 sc.	St. Gabriel Lumber Co. Ltd., Montreal, Que.
95,265	Rosedale	Toronto.	1838	Sunderland, G.B.	246 1	35 0	21 1	1,507	977	106 sc.	Rosedale Ltd., Hamilton, Ont.
122,122	Rosemary	Halifax.	1906	Sable River, N.S.	66 1	14 6	5 9	41	28	8 sc.	Mrs. Rosanna Neville, Halifax, N.S.
103,555	Rosemount	Montreal.	1896	Bill Quay, G.B.	245 0	41 0	18 4	1,580	989	200 sc.	The Montreal Transportation Co., Ltd., Montreal, Que.
122,212	Rosena	Toronto.	1906	Gregory, Ont.	33 0	7 6	3 0	6	4	1/2 sc.	Charles John Henry Ames, Muskoka, Ont.
111,660	Roseneath	Montreal.	1901	Racine, Wis., U.S.A.	20 0	5 5	2 6	1	1	1 sc.	François R. F. Brown, Montreal, Que.
107,177	Rosey May	Port Arthur.	1898	Roseport, Ont.	28 0	8 0	3 0	4	2	1 sc.	John Bowman, Roseport, Ont.
100,670	Rosina	Kingston.	.....	Cowes, Isle of Wight, G.B.	29 5	6 1	2 8	2	2	8 sc.	L. B. Howland, Brockville, Ont.
80,588	Roseau	Toronto.	1880	Gravenhurst, Ont.	70 0	11 6	5 0	53	36	20 sc.	Wm. Henshaw, Gravenhurst, Ont.
107,142	Roseland	Vancouver.	1897	Nakusp, B.C.	183 4	29 1	7 0	884	532	32 pa.	Canadian Pacific Ry. Co., Montreal, Que.
107,442	Rothsay	"	1898	New Westminster, B.C.	144 0	30 0	5 0	553	348	17 pa.	Rothsay Shipping Co., Ltd., Vancouver, B.C.
121,918	Rover	Kenora.	1907	Kenora, Ont.	30 0	10 5	4 0	11	7	1 sc.	Dominion Fish Co., Winnipeg, Man.
92,284	Rover	Owen Sound.	1887	Owen Sound, Ont.	60 2	13 5	7 0	51	35	20 sc.	E. H. Horesey, Owen Sound, Ont.
111,884	Rover	Peterborough.	1905	Peterboro, Ont.	40 0	9 5	3 2	19	12	2 pa.	The Dickson Co., Ltd., Peterboro, Ont.
103,692	Rover	Sault Ste. Marie.	1898	Bay City, Mich., U.S.A.	30 6	7 8	2 8	6	3	5 sc.	Blind River Towing Co., Blind River, Ont.
122,518	Rover	Vancouver.	1907	Vancouver, B.C.	39 0	11 0	4 8	19	13	2 sc.	Alfred Wallace & Hume B. Babington, J.O., Vancouver, B.C.

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97,168	Rover .....	Victoria .....	1891	Nanaimo, B.C. ....	30 0	8 0	3 0	7	4	1 sc ..	John D. Foreman, Nanaimo, B.C.
107,363	Roy .....	Toronto .....	1898	Victoria Harbour, Ont. ....	31 0	8 1	3 7	6	4	1 sc ..	The Georgian Bay Hotel Co., Ltd., Parry Sound, Ont.
117,081	Roy Mac. ....	Collingwood .....	1905	Collingwood, Ont. ....	44 0	12 0	6 6	23	16	4 sc ..	M. J. Haney and R. Miller, Toronto, Ont.
116,657	Royal .....	Midland .....	1906	Honey Harbour, Mus- koka, Ont. ....	31 4	7 6	3 2	5	3	2 sc ..	Fred. Earnest, Phileas and George Grisé, Midland, Ont.
111,956	Royal City .....	New Westminster .....	.....	London, G.B. ....	96 5	12 0	6 5	33	23	20 sc ..	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
77,702	Ruby .....	Brockville .....	1878	Brockville, Ont. ....	70 0	15 0	5 0	72	44	36 sc ..	John Ellison, Port Stanley, Ont.
88,552	Ruby .....	Kingston .....	1879	Garden Island, Ont. ....	23 4	5 6	2 5	2	1	4 sc ..	Chas. Stewart, Lansdowne, Ont.
116,991	Ruby .....	Ottawa .....	1903	Barry's Bay, Ont. ....	41 6	9 3	4 0	11	9	1 sc ..	Ontario Corundum Co., Ltd., Tor- onto, Ont.
116,839	Ruby .....	" .....	1903	Hull, Que. ....	31 0	7 1	3 0	2	2	4 sc ..	F. L. Vandusen and A. Milne, J.O., Hull, Que.
111,582	Ruby .....	Peterborough .....	1893	Peterborough, Ont. ....	32 0	5 7	3 5	7	5	4 sc ..	H. E. Ford, Norwood, Ont.
122,148	Ruby L. ....	Annapolis Royal .....	1907	Margaretville, N.S. ....	90 0	20 4	8 6	119	49	163 sc	The Margaretville Steamship Co., Ltd., Margaretville, N.S.
112,149	Rulo .....	Toronto .....	1903	Kingston, Ont. ....	47 0	7 3	3 3	9	6	5 sc ..	Wm. C. Crowther, Toronto, Ont.
75,050	Rupert .....	Quebec .....	1877	Quebec, Que. ....	147 0	25 5	10 4	512	292	150 pa ..	W. E. Cornell, Toronto, Ont.
111,990	Rupert .....	Vancouver .....	1900	Hong Kong, China .....	24 5	6 6	3 6	3	2	1 sc ..	John R. Reid and James R. Turner, Vancouver, B.C.

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103,849	Russell	Ottawa	1896	Rockland, Ont.	79 8	17 0	7 0	76	45	57 sc	W. C. Edwards & Co., Ltd., Rockland, Ont.
97,193	Rustler	Chatham, N.B.	1891	Newcastle, N.B.	97 4	20 6	4 6	102	64	20 ps	John Russell, M.O., Newcastle, N.B.
116,451	Rustler	Vancouver	1903	Vancouver, B.C.	32 0	8 4	4 2	13	9	1 sc	George Junior, Vancouver, B.C.
103,649	Ruth	Kingston	1899	Kingston, Ont.	59 5	13 7	7 0	36	18	60 sc	Wm. Owen, Montebello, Que.
*100,595	Ruth	Quebec	1892	Quebec, Que.	40 0	7 3	3 2	9	6	1 sc	Quebec & Lake St. John Railway Co., Quebec, Que.
117,127	S. and Y.	Kingston	1906	Kingston, Ont.	49 8	9 3	4 0	11	8	1½ sc	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
112,177	S. W. Marchmont	Toronto			97 0	16 0	5 5	89	60	2 sc	F. Bedford and T. Hough, Toronto, Ont.
100,497	Sadie	Victoria	1892	Victoria, B.C.	68 0	14 8	7 4	49	29	13½ sc	George McGregor, M.O., Victoria, B.C.
122,088	Sadie Edna	Charlottetown	1907	Bras, Lot 9, P.E.I.	30 5	9 8	4 5	9	5	18 sc	James A. Hierlihy and Augustas Hierlihy, of Bras, Lot 9, P.E.I.
122,218	Sagamo	Toronto	1906	Toronto, Ont.	152 0	29 0	9 7	744	420	68 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
69,524	Saginaw	Sarnia	1873	Port Huron, Mich., U.S.A.	142 0	25 5	10 0	357	243	150 sc	The Great Lakes Towing Co. Ltd., Sarnia, Ont.
112,062	Saida	St. Catharines	1903	Dunnville, Ont.	32 9	13 6	5 0	14	10	20 sc	James Crumb, Dunnville, Ont.
85,691	St. Andrew	Chatham, N.B.	1883	Chatham, N.B.	92 5	19 3	6 9	77	52	54 sc	J. B. Snowball Co., Ltd., Chatham, N.B.
122,365	St. Ann	Vancouver	1906	Vancouver, B.C.	28 6	8 2	3 6	7	5	1 sc	George E. Cates, Vancouver, B.C.
71,636	Saint Anne	Montreal	1875	Montreal, Que.	72 0	12 0	5 6	25	18	25 sc	E. A. Hodgson, Hudson, Que.
100,716	St. Anne	"	1889	Sorel, Que.	44 1	9 4	3 0	14	10	2 sc	F. X. Crepeau, Sorel, Que.
107,405	St. Antoine	"	1898	St. Antoine, Que.	51 4	8 9	3 4	14	10	10 sc	Ferdinand Fecteau, St. Antoine, Que.
61,167	Saint Catharine	Quebec	1870	Buffalo, N.Y., U.S.A.	37 0	9 0	4 9	12	8	10 sc	F. Mercier, Beauport, Que.
112,074	St. Charles	Peterborough	1904	Peterborough, Ont.	42 0	10 0	3 7	26	18	2 sc	Alfred Macdonald, Peterborough, Ont.
111,618	St. Charles	Quebec	1901	Quebec, Que.	46 8	11 0	5 6	23	16	5 sc	Mrs. Jos. Valliere, Quebec, Que.
107,248	St. Clair	Vancouver	1898	New Westminster, B.C.	78 0	17 0	7 0	68	46	17 sc	G. H. French and C. E. Robertson, Vancouver, B.C.
75,637	St. Clair Flat	St. Catharines	1867	Algonac, Mich., U.S.A.	41 0	13 0	3 9	17	11	20 sc	David Foster, Port Burwell, Ont.
80,731	St. Croix	Quebec	1890	St. Nicholas, Que.	125 1	26 0	8 6	506	318	30 ps	F. Boisvert, Ste. Croix, Que.

\* Formerly "Arizona."

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122,252	St. Etienne.....	Quebec.....	1906	Grande Baie, Que.	57 6	15 2	5 6	33	23	16 sc ..	Murray Bay Lumber & Pulp Co., Ltd., St. Etienne de la Malbie, Que.
103,937	St. George.....	Chatham, N.B. . .	1897	Chatham, N.B.	114 6	25 1	12 3	278	175	44 pa ..	J. B. Snowball Co., Ltd., Chatham, N. B.
90,538	St. George.....	Montreal.....	1886	Sorel, Que.	61 5	12 3	6 0	21	14	23 sc ..	Frank Simpson, Toronto, Ont.
100,600	St. George.....	" .....	1892	Montreal, Que.	77 1	15 5	7 6	68	29	9 sc ..	Dickson Anderson, Montreal, Que.
107,790	St. George.....	Ottawa.....	1893	Simcoe, Ont.	37 0	15 7	3 6	17	9	20 pa ..	Geo. H. Perley, Ottawa, Ont.
88,317	St. George.....	Quebec.....	1885	Quebec, Que.	37 0	10 0	4 0	13	9	40 sc ..	Wilbrod Jalbert, Quebec, Que.
122,350	St. George.....	Toronto.....	1903	Toronto, Ont.	35 0	7 0	3 0	5	3	13 sc ..	Robert Maw, Toronto, Ont.
116,784	St. George.....	Vancouver.....	1904	Vancouver, B.C.	131 2	28 5	12 5	544	370	32 sc ..	North Vancouver Ferry & Power Co., Ltd., Vancouver, B.C.
112,089	St. Henri.....	Quebec.....	1900	St. Henri, Que.	84 6	19 9	7 2	101	68	7 sc ..	Alex. Morin, St. Henri de Taillon, Que., and Chas. Potvin, St. Gédéon, Que., J.O.
†122,406	St. Irène.....	Montreal.....	1887 1906	Sorel, Que.	288 2	58 0	11 1	2,094	1,168	104 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
103,290	St. Isidore.....	Chatham, N.B.	1886	Chatham, N.B.	96 2	23 1	5 5	142	86	31 pa ..	J. B. Snowball Co., Ltd., Chatham, N. B.
123,261	St. Jacques.....	Montreal.....	1906	Grandes Piles, Que.	80 2	19 2	3 1	57	33	44 pa ..	Theophile Lemyre, Grandes Piles, Que., and Jos. A. Carignan, Grand Mere, Que., J.O.
112,007	St. Joe.....	Port Arthur.....	1902	Port Arthur, Ont.	70 0	24 5	7 0	118	80	10 sc ..	Jos. Servais, Port Arthur, Ont.

†Formerly "Canada."

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122,494	St. Joe.	Sault Ste. Marie	1907	Markville, Ont.	56 5	14 4	8 0	39	27	4 sc.	Mrs. Rebecca B. McCaul, Sault Ste. Marie, Ont.
64,560	St. John	St. John, N.B.	1871	Portland, N.B.	55 7	15 6	8 1	47	32	26 sc.	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph.	Winnipeg.	1893	Fort Chipewyan, N.W.T.	59 0	9 5	4 0	27	16	2 pa.	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
88,572	St. Julian	Kingston.	1884	Kingston, Ont.	48 0	8 6	4 0	20	14	8 sc.	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda.	Chatham, N.B.	1898	Chatham, N.B.	65 2	18 0	4 0	56	35	16 pa.	J. B. Snowball Co., Ltd., Chatham, N.B.
80,735	St. Laurent.	Montreal	1890	St. Nicholas, Que.	128 0	24 7	7 8	546	313	43 pa.	Jos. A. Lamarre, Montreal, Que.
88,326	St. Lawrence.	Chatham, N.B.	1886	Quebec, Que.	68 0	15 2	6 7	51	11	50 sc.	T. M. Burns, Bathurst, N.B.
71,716	St. Lawrence.	Halifax	1875	Renfrew, G.B.	169 1	30 0	13 3	467	290	60 sc.	Minister of Public Works, Ottawa, Ont.
80,942	St. Louis.	Chatham, N.B.	1879	Chatham, N.B.	40 0	8 2	3 2	5	3	15 sc.	K. F. Burns, Bathurst, N.B.
71,622	St. Louis.	Montreal.	1875	Buffalo, N.Y., U.S.A.	69 4	15 8	7 2	56	35	24 sc.	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,260	St. Louis.	Montreal.	1900	Montreal, Que.	60 0	14 0	4 0	29	20	22 sc.	St. Lawrence Yacht Co., Ltd., Dorval, Que.
111,628	St. Louis	Quebec	1901	Kingston, Ont.	43 4	11 2	4 5	17	11	2 sc.	Octave Neault, Grandes Piles, Que.
80,739	St. Louis.	"	1880	Grandes Piles, Que.	127 2	25 0	7 4	428	269	36 pa.	Mrs. Elizabeth Paul, Sorel, Que.
112,042	St. Louis de Metabetchouan	"	1902	St. Louis, Lotbinière, Que.	51 8	12 0	4 5	30	20	2 sc.	Wm. Price, Quebec, Que.
111,485	St. Maurice.	"	1900	Metabetchouan, Que.	67 0	16 0	4 7	45	30	3 sc.	Joseph Coté, St. Jacques des Piles, Que.
100,730	St. Michael.	Montreal.	1893	St. Jacques des Piles, Que.	47 6	12 4	3 6	16	10	6 pa.	M. O. Shaughnessy, Nicolet, Que.
92,411	St. Nicholas.	Chatham, N.B.	1888	Nicolet, Que.	75 2	16 6	7 7	62	42	30 sc.	J. B. Snowball Co., Ltd., Chatham, N.B.
71,641	St. Paul.	Montreal.	1875	Chatham, N.B.	65 5	15 0	8 0	45	28	40 sc.	The Minister of Public Works, Ottawa, Ont.
71,622	St. Peter.	"	1875	Montreal, Que.	65 6	16 1	8 6	66	41	13½ sc.	Harbour Commissioners, Montreal, Que.
92,342	St. Roch.	Quebec.	1887	Buffalo, N.Y., U.S.A.	41 2	9 6	4 6	18	8	15 sc.	Randolph Macdonald, Toronto, Ont.
100,862	St. Anne	"	1893	Quebec, Que.	48 0	11 6	4 0	18	11	12 pa.	E. Gagnon, Ste. Anne de Chicoutimi, Que.
121,924	St. Anne.	"	1905	Ste. Anne, Que.	77 0	22 2	5 4	100	63	9 pa.	Onésime Tremblay, M.O., Ste. Anne, Que.
111,665	Salaberry	Belleville.	1902	Valleyfield, Que.	99 5	21 6	5 4	222	142	13½ sc.	Lehigh Portland Cement Co., Ltd., Belleville, Ont.
90,821	Salvor	Halifax.	1887	Port Medway, N.S.	53 0	21 0	6 5	45	35	25 sc.	Wm. Beazley, et al., Halifax, N.S.
116,396	Salvor	Sarnia.	1898	Bay City, Mich., U.S.A.	105 8	21 0	12 0	126	72	56 sc.	The Reid Wrecking Co., Ltd., Sarnia, Ont.

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## ALPHABETICAL List of Canadian Steam Vessels on Registry Books, &amp;c.—Continued

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*62,279	Salvor .....	Victoria .....	1869	Govan, G. B. ....	215 6	27 7	20 7	887	561	100 sc ..	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,259	Sampson .....	Toronto .....	1903	Fesserton, Ont. ....	36 0	10 0	3 4	12	8	2 pa ..	W. W. Carter, Fesserton, Ont.
123,312	Samson .....	Lunenburg .....	1907	Shelburne, N.S. ....	83 0	20 5	8 6	111	50	33 sc ..	The La Have Steamship Co., Ltd., West La Have, N.S.
100,423	Samson .....	Ottawa .....	1883	Simcoe, Ont. ....	41 0	16 0	3 6	15	7	20 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
.....	Samson .....	Montreal .....	1862	Montreal, Que. ....	101 3	22 4	6 6	121	27	.....	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,914	Samson .....	Port Hope .....	1876	Lindsay, Ont. ....	98 0	22 0	4 4	129	82	40 pa ..	Franklin Crandell, Lindsay, Ont.
111,629	Samson .....	Quebec .....	1901	Grandes Piles, Que. ....	85 2	20 1	5 8	119	81	7 sc ..	Wm. Ritchie, Three Rivers, Que.
116,925	Samson .....	Victoria .....	1905	Victoria, B.C. ....	115 5	30 2	5 3	425	248	13 pa ..	Wm. Turpel, Victoria, B.C.
194,623	Sand King .....	Ottawa .....	1888	Ottawa, Ont. ....	108 0	23 8	7 2	158	88	40 sc ..	H. F. Cumming, Cornwall, Ont.
103,888	Sandford .....	" .....	1897	Goderich, Ont. ....	72 4	16 5	7 5	56	38	60 sc ..	Jas. Hunter, et al., J.O., Warton, Ont.
107,451	Sandon .....	Vancouver .....	1898	Roseberry, B.C. ....	76 0	16 9	6 2	97	66	194 sc ..	Canadian Pacific Railway Co., Montreal, Que.
111,857	Santa Cruz .....	Owen Sound .....	1903	Wikwemikong, Ont. ....	53 0	13 0	5 6	106	97	16 sc ..	Julius Paquin, Wikwemikong, Ont.
103,218	Sarah Agnes .....	Ottawa .....	.....	Carleton Place, Ont. ....	25 4	6 3	7 2	2	2	5 sc ..	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly .....	Kingston .....	1869	Buffalo, N.Y., U.S.A. ....	49 6	13 3	5 6	25	17	55 sc ..	John Jeamer, sr., Cornwall, Ont.

\* Formerly "Danube."  
† Formerly "Harry Bate."

**SESSIONAL PAPER No. 21b**

71,141	Sarah E. Day	Goderich.	1872	Buffalo, N. Y., U. S. A.	35 0	6 8	3 3	5	4	3 sc . .	W. M. Tyson, Wiarton, Ont.
90,575	Sarana	Toronto.	1886	Racine, Wis., U. S. A.	25 6	5 5	1 8	2	1	3 sc . .	Henry S. Oaler, Toronto, Ont.
96,794	Sarcelle	Chatham, N. B.	1890	Douglastown, N. B.	51 0	11 4	5 4	22	15	10 sc . .	E. Hutchison, Douglastown, N. B.
96,853	Sarnia.	Sarnia.	1901	Sarnia, Ont.	66 8	21 0	11 0	85	58	27 sc . .	Ellen Reid, Sarnia, Ont.
116,234	Sarona.	Toronto.	1902	Toronto, Ont.	71 5	10 5	7 5	32	22	4 sc . .	Huntsville & Brucebridge Tanning Co. Ltd., Huntsville, Ont.
80,776	Saronic.	Sarnia.	1882	Sarnia, Ont.	252 8	36 0	15 0	1,961	1,296	100 sc . .	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
122,061	Sarto	Montreal.	1905	Lachine, Que	56 5	8 6	8 1	18	11	6 sc . .	Charles Desjardins, Montreal, Que.
112,300	Saskatchewan.	Winnipeg.	1904	Prince Albert, Sask.	94 0	22 0	4 3	225	153	5 pa . .	The Hudson's Bay Co., London, Eng.
88,340	Sattura	Vancouver.	1885	Victoria, B. C.	48 0	12 0	5 6	22	15	3 sc . .	R. W. Gordon, Vancouver, B. C.
92,305	Saucy Jim.	Collingwood.	1887	Meaford, Ont.	84 0	16 6	8 0	93	63	16 sc . .	Mrs. R. S. Fisher, et al., Collingwood, Ont.
121,920	Savage.	Kenora.	1907	Kenora, Ont.	45 0	12 0	5 0	25	17	3½ sc . .	Joseph Boucha and Joseph Gregory, Kenora, Ont., J. O.
112,206	Sayona.	Hamilton.	1900	Port Jefferson, N. Y., U. S. A.	62 8	17 0	6 0	33	30	6 sc . .	Charles Tooker Grantham, Hamilton, Ont.
83,376	Scintilla.	Toronto.	1884	Pickering, Ont.	27 0	7 8	2 7	4	3	1 sc . .	W. W. Sparks, Township of Pickering, Ont.
112,231	Scionda	St. John, N. B.	1887	Athens, N. Y., U. S. A.	92 9	17 6	8 9	78	53	19 sc . .	Robert Thomson, St. John, N. B.
107,463	Scotch Lassie.	Lindsay.	1894	Lindsay, Ont.	25 3	5 0	2 0	2	1	2 sc . .	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle.	Sault Ste. Marie.	1893	Little Current, Ont.	48 6	10 3	4 9	17	10	2 sc . .	C. Anderson, Little Current, Ont.
116,998	Scotchman.	Ottawa.	1904	Carleton Place, Ont.	50 0	11 2	5 6	21	14	1 sc . .	Daniel Lang, Elgin, Ont., and Malcolm Lang, New Listead, Ont.
71,073	Scotia.	Amherstburg.	1875	England.	44 5	10 0	4 9	13	9	2 sc . .	John D. Warwick, Brockville, Ont.
122,423	Scotia.	Halifax.	1907	Mahone Bay, N. S.	138 8	26 8	9 6	376	268	52 sc . .	Halifax & Canso Steamship Co., Ltd., Halifax, N. S.
111,865	Scotia.	Ottawa.	1901	Walker-on-Tyne, G. B.	254 0	46 2	16 5	1,461	324	283 sc . .	Minister of Railways and Canals, Ottawa, Ont.
107,829	Scotia.	Victoria.	1899	Atlin Lake, B. C.	80 0	19 0	3 5	214	135	4 pa . .	British Yukon Navigation Co., Ltd., Vancouver, B. C.
116,331	Scotaman.	Ottawa.	1903	Ottawa, Ont.	108 0	23 6	7 0	265	114	16 sc . .	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
112,396	Scout.	"	1900	Cardinal, Ont.	103 6	25 6	9 2	176	70	12 sc . .	Minister of Marine and Fisheries, Ottawa, Ont.
107,755	Scout.	Pictou, N. S.	1900	Murray Harbour, P. E. I.	35 0	9 8	5 0	9	4	1 sc . .	Charles Sproull, Pictou Landing, N. S.

**\* Formerly "United Empire."**

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112,082	Scud	Kenora	1903	Kenora, Ont.	53 0	12 0	4 5	33	22	3 sc	Hugh Armstrong, Portage la Prairie, Man.
116,544	Scudder	Kingston	1903	Kingston, Ont.	37 0	6 9	3 1	5	3	3 sc	John Rogers, Port Sandfield, Ont.
103,207	Sea Bird	Halifax	1896	Liverpool, N.S.	67 5	16 6	6 8	41	28	13½ sc	The H. E. Baker Co., Ltd., Halifax, N.S.
121,739	Sea Foam	Vancouver	1906	Vancouver	41 6	10 5	5 2	17	12	6 sc	William Simpson, Vancouver, B.C.
85,516	Sea Flower	Toronto	1883	Toronto, Ont.	35 2	9 0	4 0	7	5	6 sc	John McL. Stevenson, Barrie, Ont.
100,941	Sea Gull	Collingwood	1893	Port Severn, Ont.	32 0	8 9	4 0	9	6	1½ sc	D. Moreau, Port Severn, Ont.
100,924	Sea Gull	Ottawa	1888	Ottawa, Ont.	27 9	7 4	4 0	3	2	5 sc	T. Eli Boulton, Hull, Que.
116,943	Sea Gull	Kenora	1900	Detroit, Mich., U.S.A.	23 5	6 0	2 5	2	2	1 sc	Jacob Hose, Kenora, Ont.
126,042	Sea Gull	Port Arthur	1907	Heron Bay, Ont.	42 0	13 0	6 0	15	10	3½ sc	Frank Dampier, Port Caldwell, Ont.
51,682	Sea Gull	Sarnia	1862	Marine City, Michigan, U.S.A.	51 2	14 0	5 2	51	35	14 sc	Henry Bell, Sault Ste. Marie, Ont.
121,848	Sea Gull	Toronto	1906	Callender, Ont.	82 6	18 7	6 4	150	73	29 sc	John B. Smith & Sons, Ltd., Toronto, Ont.
107,458	Sea Gull	Vancouver	1898	Vancouver, B.C.	25 5	7 4	2 5	3	2	2 sc	Zachariah Simpson, Vancouver, B.C.
96,874	Sea King	Goderich	1892	Goderich, Ont.	58 0	13 6	5 2	26	17	20 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
66,960	Sea King	St. John, N.B.	1862	East Haddam, U.S.A.	88 0	20 4	8 5	129	87	23 sc	A. Tapley and D. L. Tapley, St. John, N.B.





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## ALPHABETICAL List of Canadian Steam Vessels on Registry Books, &amp;c.—Continued.

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* 90,807	Shamrock .....	Vancouver .....	1887	Vancouver, B.C. ....	76 0	19 0	7 0	90	61	8½ sc ..	James S. Emerson, Vancouver, B.C.
122,532	Shamrock .....	" .....	1907	" .....	35 7	10 0	4 0	16	11	1 sc ..	John W. Weart, Vancouver, B.C.
116,416	Shamrock .....	Victoria .....	1904	Victoria, B.C. ....	52 0	10 0	4 5	24	14	2 sc ..	Michael Hare, Victoria, B.C.
92,704	Shamrock .....	Winnipeg .....	1890	Big Forks, Rainy River, Ont.	71 5	15 5	4 7	80	55	3 sc ..	Clifford Lewis, Keewatin, Ont.
122,853	Shamrock II .....	Kingston .....	1907	Kingston, Ont .....	45 4	9 2	3 9	10	6	4 sc ..	Robert Johnson, Port Carling, Ont.
107,061	Shanly .....	Ottawa .....	1890	Ottawa, Ont .....	60 6	15 3	6 7	40	19	25 sc ..	The Minister of Railways and Canals, Ottawa, Ont.
83,199	Shannon .....	Pictou, N.S. ....	1886	Pictou, N.S. ....	76 9	17 5	8 0	75	51	29 sc ..	H. G. Bauld and W. A. Black, J. O., et al., Halifax, N.S.
116,767	Sharon .....	Toronto .....	1903	Walker's Point, Ont. ....	46 0	10 0	3 5	14	9	1 sc ..	C. J. Smith, Walker's Point, Muskoka, Ont.
83,389	Shawana .....	" .....	1882	Penetanguishene, Ont. ....	80 0	17 0	8 5	96	65	75 sc ..	Alexander G. McKay, Owen Sound, Ont.
122,156	Shawatlans .....	Vancouver .....	1906	Vancouver, B.C. ....	35 7	9 0	3 9	12	8	3 sc ..	Grand Trunk Pacific Railway Co., Montreal, Que.
116,226	Shirley .....	Quebec .....	1903	Eic, Que. ....	54 6	15 0	5 9	37	25	11 sc ..	James Richardson Co., Ltd., Matane, Que.
90,777	Shoo Fly .....	Windsor, Ont. ....	1870	Cleveland, O., U.S.A. ....	44 1	12 1	5 7	25	17	20 sc ..	Stephen T. Reeves, Windsor, Ont.
103,640	Shoo Fly .....	Ottawa .....	1893	Sundridge, Ont. ....	35 0	9 0	3 0	10	8	8 sc ..	J. A. Stillar, Callender, Ont.
92,391	Stesta .....	Deeronto .....	1888	Kingston, Ont. ....	51 0	8 1	3 8	9	7	1 sc ..	Lesley Martindale, Lion's Head, Ont.
	* Formerly "Mamie."		1906	Lion's Head, Ont. ....							

## SESSIONAL PAPER No. 21b

107,068	Siesta.....	Sault Ste. Marie.....	1892	Bristol, R.I., U.S.A.....	98 6	17 0	9 0	99	67	14 sc ..	Frederick N. Waldie, Toronto, Ont.
92,737	Siesta.....	Toronto.....	1888	Toronto, Ont.....	31 4	7 2	3 3	3	2	6 sc ..	Henry Whitehead, Gravenhurst, Ont.
122,072	Siesta.....	".....	1905	Waubesahe, Ont.....	31 0	7 4	3 4	5	3	1 sc ..	John Cumberledge Cantley, Minnipegashene, Ont.
100,767	Silver Wing.....	".....	1890	Toronto, Ont.....	26 6	5 6	3 0	3	2	4 sc ..	H. F. Hodson, Toronto, Ont.
112,144	Simla.....	Kingston.....	1903	Garden Island, Ont.....	225 6	34 8	15 0	1,490	973	400 sc ..	The Calvin Co., Ltd., Garden Island, Ont.
100,725	Sincoennes.....	Montreal.....	1893	Montreal, Que.....	142 2	24 4	8 4	228	129	34 pa ..	Sincoennes McNaughton Line, Ltd., Montreal, Que.
103,233	Sir Donald.....	".....	1887	Glasgow, G.B.....	76 9	13 5	7 8	51	33	8 sc ..	W. T. Grenfell, M.D., London, G.B.
96,892	Sir Hector.....	Ottawa.....	1891	Ottawa, Ont.....	71 0	15 5	6 3	40	10	17 sc ..	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,287	Siakiwitt.....	Owen Sound.....	1879	Buffalo, N.Y., U.S.A.....	98 0	14 7	7 6	47	34	6 sc ..	Alfred K. Keefer, M.O., Port Arthur, Ont.
122,630	Skate.....	Vancouver.....	1907	Ballard, Wash., U.S.A.....	33 0	11 0	3 6	13	9	2 sc ..	William Robinson, Vancouver, B.C.
122,523	Skookum I.....	".....	1904	Vancouver, B.C.....	68 0	26 1	6 2	129	98	2 sc ..	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
116,542	Skye Pilot.....	Kingston.....	1902	Kingston, Ont.....	36 8	7 9	3 4	5	3	3 sc ..	Jas. R. Moodie, Hamilton, Ont.
103,814	Skyhawk.....	Brookville.....	1874	Brooklyn, N.Y., U.S.A.....	105 0	16 2	4 6	43	27	18 sc ..	Hon. Clifford Sifton, Ottawa, Ont.
116,774	Slani.....	Vancouver.....	.....	Victoria, B.C.....	43 0	12 2	4 8	17	11	1 sc ..	R. H. Alexander, Vancouver, B.C.
121,680	Slocan.....	".....	1905	Roseberry, B.C.....	157 7	27 5	6 7	605	338	17 pa ..	The Canadian Pacific Railway Co., Montreal, Que.
121,839	Smith Brothers.....	St. John, N.B.....	1907	Central Blissett, N.B.....	36 8	9 4	3 5	13	9	6 sc ..	Oromocto Lumber Co., Ltd., Central Blissett, N.B.
116,410	Smuggler.....	Victoria.....	1903	Nakusp, B.C.....	48 0	9 1	5 0	16	10	4 sc ..	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
94,713	Snowstorm.....	Port Stanley.....	1891	Port Stanley, Ont.....	53 0	11 0	4 6	17	10	4 sc ..	Jos. Goodwin, Toronto, Ont.
116,425	Sockeye.....	Vancouver.....	1900	Vancouver, B.C.....	29 5	8 0	2 6	3	2	1 pa ..	Anton Klavanes, Vancouver, B.C.
107,743	Sonic.....	Kingston.....	1900	Kingston, Ont.....	46 0	10 0	3 8	14	9	5 sc ..	J. B. Tudhope, Orillia, Ont.
117,111	Sonoma.....	Vancouver.....	1905	Vancouver, B.C.....	46 5	11 0	4 6	19	13	3 sc ..	F. Keeling, Vancouver, B.C.
117,085	Soo City.....	Collingwood.....	1889	Benton, Mich., U.S.A.....	135 0	25 0	9 0	500	296	34 sc ..	Herbert Cleland, Collingwood, Ont.
.....	Sorel.....	Montreal.....	1871	Sorel, Que.....	108 9	18 2	4 1	158	89	— pa ..	Richelieu & Ontario Navigation Co., Montreal, Que.
86,778	Sorel Boy.....	".....	1882	".....	47 0	11 0	4 8	11	8	10 sc ..	P. Fitzgerald, Quebec, Que.

Formerly "Mabel Bradshaw."

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111,781	Soren .....	Victoria ..	1902	Galiano Is., B.C. ....	22 0	5 3	2 5	2	2	1 sc ..	J. Cathcart, Chemainus, B.C., and R. M. Colvin, Cowichan, B.C.
88,314	South .....	Quebec.....	1885	Lévis, Que.....	130 3	25 2	9 5	349	220	30 pa..	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
* 85,530	Southwood .....	Toronto .....	1884	Barrie, Ont.....	57 5	8 7	4 1	19	13	2 sc ..	D. W. Alexander, Toronto, Ont.
107,499	Souvenir .....	Quebec.....	1897	Quebec, Que .....	17 5	4 6	2 2	1	1	2 sc ..	E. Ruel, Quebec, Que.
112,075	Sovereign.....	Peterborough.....	1904	Peterborough, Ont.....	66 3	13 9	5 2	45	37	8 sc ..	Charles J. Snyder, M.O., Peterborough, Ont.
107,611	Spanish Ranger.....	Ottawa.....	1893	Biscotasing, Ont.....	36 0	16 0	3 4	13	7	20 pa..	R. Booth and P. Shannon, Pembroke, Ont.
90,661	Sparrow .....	Toronto.....	1882	Dechene Creek, Ont.....	56 4	13 9	5 6	38	16	8 sc ..	John B. Smith, et al., Toronto, Ont.
92,726	Spartan .....	" .....	1887	Toronto, Ont.....	28 0	6 6	3 0	2	2	1 sc ..	Edwyn B. Andros, Barrie, Ont.
122,170	Spartan .....	Vancouver .....	.....	.....	30 0	9 0	2 4	8	6	1 sc ..	A. G. R. A. Seymour, Vancouver, B.C.
+ 103,941	Speed .....	Montreal .....	1894	Montreal, Que.....	52 1	8 7	4 5	16	11	3 sc ..	M. S. Foley, Montreal, Que.
103,666	Sport.....	Winnipeg.....	1897	Kenora, Ont.....	36 0	8 0	4 0	16	12	1 sc ..	A. Robertson, et al., Kenora, Ont.
90,770	Spray .....	Goderich.....	1898	Kincardine, Ont.....	42 1	12 4	4 0	15	10	25 sc ..	John McRae, Meaford, Ont.
100,727	Spray .....	Montreal .....	1893	Montreal, Que.....	100 1	17 0	10 4	107	60	30 sc ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
71,199	Spray .....	Ottawa .....	1874	Brockville, Ont.....	45 0	9 7	3 5	43	23	15 sc ..	D. B. McDonell, Cambridge, Ont.

\* Formerly "Ella Alice." + Formerly "Jeanne."

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103,145	Spray	Quebec	1892	Quebec, Que.	49 2	12 2	4 2	24	9	36 sc	J. S. Thom, Quebec, Que.
100,676	Spray	Vancouver	1893	Vancouver, B.C.	39 4	8 5	4 3	7	5	5 sc	The Port Nelson Canning & Saling Co., Ltd., Vancouver, B.C.
122,383	Spray	Victoria	1907	"	81 0	19 0	10 0	118	62	22½ sc	George McGregor, M.O., Victoria, B.C.
92,646	Spray	Wallaceburg	1888	Wilkeport, Ont.	74 0	18 0	6 2	47	32	2 sc	James Mahafferty, Port Albert, Ont.
121,775	Spray	Winnipeg	1906	Selkirk, Man.	44 0	13 5	4 0	18	12	2 sc	Tom Bacon Priest, Selkirk, Man.
103,011	Springhill	Parraboro	1893	St. John, N.B.	101 7	23 7	10 1	189	96	61 sc	Cumberland Railway & Coal Co., Montreal, Que.
117,122	Spry	Kingston	1877	New York State, U.S.A.	48 8	7 9	3 3	13	9	1 sc	J. H. Davis, Kingston, Ont.
116,459	Squid	Vancouver	1903	Vancouver, B.C.	72 0	16 4	5 7	60	41	11 sc	William Robinson, et al., Vancouver, B.C.
80,948	Squirrel	Chatham, N.B.	1882	Eel River, N.B.	33 2	9 4	4 3	13	9	9 sc	Thos. Reid, M.O., Eel River, N.B.
100,677	Staffa	Vancouver	1893	Vancouver, B.C.	81 5	15 3	6 0	51	35	6 sc	A. S. Reid, et al., Vancouver, B.C.
116,987	Standard	Kenora	1905	Kenora, Ont.	44 0	10 0	4 5	16	11	1 sc	R. E. Doucet and W. A. Webster, J.O., Kenora, Ont.
111,931	Stanley	Lindsay	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa	John A. Ellis, Fenelon Falls, Ont.
94,630	Stanley	Ottawa	1888	Govan, G.B.	207 8	32 0	17 9	914	395	300 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
112,046	Stanley	St. Catharines	1902	Racine, Wis., U.S.A.	16 2	5 2	3 8	2	1	2½ sc	John H. Stanley, Port Colborne, Ont.
100,042	Star	Brockville	1892	Morris Heights, N.Y., U.S.A.	18 1	5 2	2 2	1	1	2 sc	George Reid, Portage du Fort, Que.
100,699	Star	Pictou, N.S.	1895	Trenton, N.S.	34 4	7 6	4 4	6	4	18 sc	A. McCann, Wallace, N.S.
97,106	Star	Port Burwell	1901	Erie, Pa., U.S.A.	37 2	11 0	4 5	13	9	2 sc	Geo. A. Brown, Port Burwell, Ont.
107,141	Star	Vancouver	1897	Everett, Wash., U.S.A.	51 5	13 0	2 4	14	9	2 sc	R. H. Sparling, Vancouver, B.C.
80,759	Star of the Sea	Quebec	1878	Quebec, Que.	31 9	9 7	3 8	8	5	12 sc	Jos. Fluet, Montreal, Que.
107,622	Starling	Vancouver	1899	Port Guichon, B.C.	30 0	9 0	3 0	8	5	2 sc	James DesBrisey, Vancouver, B.C.
94,989	Startled Fawn	Toronto	1890	Toronto, Ont.	60 0	9 1	6 2	25	17	3 sc	Mrs. Eva Preston, Toronto, Ont., and Phoebe L. Thompson, Belleville, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	44 0	10 0	5 6	16	11	2 sc	Jas. W. Vance, Spanish Station, Ont.
94,883	Stella	Montreal	1888	New York, N.Y., U.S.A.	32 0	7 2	3 8	7	5	8 sc	Maurice Perrault, Montreal, Que.
83,388	Stella	Toronto	1879	Kingston, Ont.	24 0	8 2	3 5	9	6	6 sc	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
116,261	Stella	"		"	48 0	8 5	3 9	16	11	4 sc	Henry Fowlds Sharp, Toronto, Ont.

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90,804	Stella.....	Vancouver..	1886	New Westminster, B.C.	44 8	8 7	5 0	16	13	2 sc..	Wm. H. Hind, Vancouver, B. C.
* 121,861	Stetson.....	Victoria.....	1900	Eagle Harbour, Wash., U.S.A.	53 8	15 5	5 5	36	17	6½ sc..	Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
103,685	Stiletto.....	Toronto.....	1897	Victoria Harbour, Ont.	36 5	8 5	3 4	14	10	2 sc..	F. S. Gries, Midland, Ont.
111,881	Stoney Lake.....	Peterborough.....	1904	Young's Point, Ont.	86 0	19 0	5 7	156	109	7½ sc..	Patrick P. Young, Young's Point, Ont.
88,683	Storm King.....	Chatham, N.B.....	1885	Portland, N.B.	83 4	20 2	9 2	108	73	41 sc..	His Majesty King Edward VII.
122,165	Storm King.....	Vancouver.....	1906	New Westminster, B.C.	82 3	19 0	9 6	99	67	16 sc..	Henry Syncock, New Westminster, B.C., and Albert Blain, Vancouver, B.C., J.O.
122,409	Stormount.....	Montreal.....	1907	Dumbarton, G. B.	249 1	42 6	20 6	1,965	1,231	202 sc..	Montreal Transportation Co., Ltd., Montreal, Que.
103,878	Stranger.....	Kingston.....	1872 1501	Hammondsport, U.S.A. Cornwall, Ont.	84 3	15 2	4 3	88	60	4 sc..	The Union Bank of Canada, Quebec, Que.
103,804	Stranger.....	New Westminster..	1895	New Westminster, B.C.	46 0	10 6	4 8	21	15	2 sc..	Robert Fenton, New Westminster, B.C.
77,916	Stranger.....	Port Hope.....	1890	Lindsay, Ont.	60 0	12 5	3 2	28	17	35 sc..	F. Crandell, Lindsay, Ont.
107,146	Strathcona.....	Vancouver.....	1898	Vancouver, B.C.	142 4	30 4	4 0	598	376	17 pa..	E. V. Bodwell, Victoria, B.C.
122,929	Stroller.....	".....	1907	"	23 8	7 1	3 5	6	4	1½ sc..	John S. Gall, Vancouver, B.C.
116,976	Success.....	Chatham, N.B.....	1904	Burnt Church, N.B.	61 0	12 6	2 5	21	13	5 pa..	W. Anderson, Burnt Church, N.B.

\* Formerly Eagle.

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*92,695	Sultana	Winnipeg	1889	Saskatoon, Man.	142 3	22 7	8 8	358	243	11 sc	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,663	Sultana	"	1894	Kenora, Ont.	30 0	6 3	3 0	3	3	1 sc	Sultana Mine of Canada Ltd., London, Eng.
90,813	Sunbeam	Port Hope	1886	Birdsall, Ont.	29 0	8 7	3 2	13	9	4 sc	Frederick Burnett, Birdsall, Ont.
86,524	Sunbeam	Toronto	1884	Port Sandfield, Ont.	31 6	7 3	3 2	4	2	4 sc	John Rodgers, M.O., Medora, Mus- kota, Ont.
122,507	Sunbeam	Vancouver	1907	Vancouver, B.C.	41 0	11 3	5 0	23	15	3 sc	Simon F. MacKenzie, Vancouver, B.C.
90,444	Sunbeam	Winnipeg	1884	Keewatin, Ont.	30 5	5 9	2 7	3	2	1 sc	H. Armstrong, Portage la Prairie, Man.
96,992	Sunbury	New Westminster	1891	New Westminster, B.C.	60 0	12 6	4 8	38	26	3 pa	A. T. Ingram and Peter McLagan, J.O., Vancouver, B.C.
80,908	Superior	Port Arthur	1881	Owen Sound, Ont.	90 0	18 3	10 0	89	71	31 sc	Jos. Ganley, Sault Ste. Marie, Ont.
111,991	Superior	Vancouver	1901	Ladner, B.C.	57 0	14 0	7 5	44	30	10 sc	G. H. French, et al., Vancouver, B.C.
122,413	Supply No. 3	Midland	1907	Midland, Ont.	29 0	8 0	3 0	11	7	13 sc	The Playfair Preston Co., Ltd., Mid- land, Ont.
90,802	Surprise	New Westminster	1885	U.S.A.	31 2	6 9	3 9	14	10	12 sc	Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,307	Surprise	"	1896	New Westminster, B.C.	42 0	9 0	4 0	20	13	2 sc	David Stevenson and N. Currie, J.O., Vancouver, B.C.
111,824	Surprise	Vancouver	1901	Vancouver, B.C.	75 7	17 4	6 5	75	51	3 sc	The Packers Steamship Co., Ltd., Vancouver, B.C.
94,909	Surrey	"	1890	"	100 0	22 0	6 0	263	182	17 pa	D. C. Irwin and J. G. Scott, Van- couver, B.C.
112,263	Surveyor	Montreal	1903	Three Rivers, Que	67 8	18 0	5 2	50	31	3 sc	Régis Roberge, Sorel, Que.
107,563	Susie	Parraboro'	1901	Parraboro', N.S.	57 5	13 5	5 1	27	16	35 sc	J. G. Elderkin, Port Greville, N.S.
117,037	Susie Kennedy	Sault Ste. Marie	1904	Penetanguishene, Ont.	27 5	7 8	2 8	4	3	1 sc	Martin Burton, Barrie, Ont.
80,593	Sutton Belle	Toronto	1880	Sutton, Ont.	31 3	8 6	3 0	6	4	6 sc	Chas. Goodyear, M.O., Sutton, Ont.
92,753	Swallow	Quebec	1882	Quebec, Que.	23 5	9 1	4 3	9	6	20 sc	Hon. Richard Turner, Quebec, Que.
107,179	Swan	Port Arthur	1899	Port Arthur, Ont.	36 0	8 8	3 0	8	6	1 sc	Wm. A. Cross, Port Arthur, Ont.
97,102	Swan	Port Burwell	1886	Port Burwell Ont.	53 0	12 0	4 6	14	8	8 sc	H. Swan, M.O., Port Burwell, Ont.
1103,235	Swan	Montreal	1892	St. Laurent, Que.	48 4	7 6	2 8	12	8	3 sc	W. J. Chapman, Perth, Ont.
116,780	Swan	Vancouver	1904	Vancouver, B.C.	18 0	4 6	2 2	1	—	1 sc	Ernest Easthope, Vancouver, B.C.
122,340	Swan	"	1907	"	46 4	11 8	6 6	30	21	10 sc	George W. Roberts, M.O., Vancouver, B.C.
100,792	Swan	Victoria	1893	Victoria, B.C.	65 8	13 8	5 4	36	25	8 sc	Robt. Draney, Nanu, B.C.

\* Formerly a sailing vessel. † Formerly "Cygne."

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100,807	Swan .....	Victoria.	1894	Nanaimo, B.C.	41 0	8 5	2 9	12	8	3 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
122,357	Swastika .....	Kingston	1907	Kingston, Ont.	43 6	8 4	3 6	9	6	2 sc ..	John H. Davis, Kingston, Ont.
122,211	Sweepstake .....	Toronto	1901	Simcoe, Ont.	37 0	10 0	4 0	28	18	2 pa ..	The Ontario Lumber Co., Ltd., Toronto, Ont.
94,685	Sweet Mary .....	Collingwood	1889	Waubesahe, Ont.	40 0	9 4	4 8	13	9	4 sc ..	Charles Martin, Port Severn, Ont.
103,446	Swift .....	Ottawa	1892	Papineauville, Que.	27 7	7 5	3 6	4	3	4 sc ..	N. A. Foubert and G. F. Foubert, Cumberland, Ont.
121,675	Swiftsure .....	Vancouver	1906	Vancouver, B.C.	35 0	8 3	3 5	8	5	2 sc ..	W. J. Massey, Vancouver, B.C.
85,697	Sybella H. ....	Chatham, N.B.	1884	Chatham, N.B.	80 4	20 1	5 6	71	48	40 pa ..	Miramichi Steam Nav. Co., Chatham, N.B.
100,769	Sylvester .....	Toronto	1890	Huntsville, Ont.	45 0	11 4	6 0	27	18	7 sc ..	W. S. Shaw, Bracebridge, Ont.
122,362	T. M. ....	Vancouver	1904	Steveston, B.C.	33 4	11 0	3 2	13	9	4 sc ..	Toichido Matsunaga, Steveston, B.C.
97,082	T. A. Stewart .....	Charlottetown	1892	Charlottetown, P.E.I.	61 8	15 2	5 5	36	25	60 sc ..	R. S. Farquharson, Charlottetown, P.E.I.
90,528	T. J. Collop .....	Chatham, Ont.	1894	Mitchell's Bay, Ont.	58 6	17 0	4 6	63	42	— pa ..	H. McMillan and J. Grimes, J. O., Sault Ste. Marie, Ont.
112,337	T. J. Jarmin .....	Collingwood	1889	West Bay City, Mich., U.S.A.	60 0	16 2	8 0	47	32	17 sc ..	C. S. Boone, Toronto, Ont.

\* Formerly "Geyer."





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116,403	Texada.....	Vancouver.....	1903	Vananda, B.C.....	26 0	8 8	3 2	7	5	1 sc...	George Brester and F. A. Hart, Vancouver, B.C.
121,679	Thames.....	".....	1905	Vancouver, B.C.....	41 4	10 5	4 4	20	14	3 sc...	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
111,963	Thelma.....	Pictou, Ont.....	1906	Wellington, Ont.....	40 0	9 1	5 7	19	13	10 sc...	Kenneth B. DeMill, Wellington, Ont.
122,216	Thelma.....	Toronto.....	1906	Toronto, Ont.....	24 7	6 2	2 6	3	2	4 sc...	Seymour Halliday, Redwood, Muskoka, Ont.
90,564	Theresa.....	".....	1885	".....	85 5	18 0	4 8	84	57	8 sc...	John Fleming and A. Tynon, J.O., Toronto, Ont.
111,566	Theresa.....	".....	1900	Roseau Falls, Ont.....	49 5	9 7	5 0	26	18	2 sc...	Knight Bros. Co., Ltd., Burk's Falls, Ont.
121,740	Thetis.....	Vancouver.....	1906	Vancouver, B.C.....	22 3	6 1	2 6	2	1	1 sc...	George Buscombe, Vancouver, B.C.
115,525	Thirty-Three...	Ottawa.....	1902	North Shields, G.B.....	80 0	18 1	8 3	79	33	21 sc...	Minister of Marine and Fisheries, Ottawa, Ont.
78,024	Thistle.....	Collingwood.....	1881	Collingwood, Ont.....	66 0	13 6	7 0	36	25	25 sc...	The Rondeau Tug Co., Ltd., Blenheim, Ont.
107,867	Thistle.....	Dawson.....	1902	Dawson, Y.T.....	102 0	19 8	3 9	225	183	7 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,844	Thistle.....	Ottawa.....	1886	Valleyfield, Que... ..	31 0	6 6	3 2	2	2	4 sc...	W. E. James, Combermere, Ont.
103,890	Thistle.....	".....	1887	Hull, Que.....	40 0	9 4	3 6	5	2	6 sc...	A. H. Taylor and J. Sutherland, Ottawa, Ont.
100,761	Thistle.....	Toronto.....	1894	Oakville, Ont.....	122 0	18 9	5 8	78	68	11 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,673	Thistle.....	Vancouver.....	1892	Vancouver, B.C.....	24 0	7 3	3 4	2	2	12 sc...	Charles Reynolda, Broughton Island, B.C.



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122,540	Tory..	Vancouver.	1907	Vancouver, B.C.	22 3	7 6	2 0	8	5	1 sc	James R. Jolliffe, Vancouver, B.C.
116,586	Tourist.	Montreal.	1904	Caughnawaga, Que.	36 0	7 0	2 3	3	2	½ sc	Mrs. Elizabeth Anclair, Montreal, Que.
122,443	Tourist.	St. John, N.B.	1907	Margaretville, N.S.	37 0	12 4	4 5	15	10	25 sc	Joseph C. Welton, North Kingston, N.S.
107,339	Tourist.	Shelburne	1900	Yarmouth, N.S.	34 0	7 4	3 6	4	3	4 sc	Jonathan Perry, Shelburne, N.S.
107,838	Trader.	Victoria.	1901	Vancouver, B.C.	101 0	22 6	8 2	167	114	17 sc	Gulf Steamship & Trading Co., Ltd., Victoria, B.C.
116,256	Tranquilo	Toronto.	1892	Bristol, R.I., U.S.A.	77 0	11 2	6 5	39	27	5 sc	Electrical Development Co., Toronto, Ont.
100,794	Transfer.	Victoria.	1893	New Westminster, B.C.	122 0	24 5	5 6	264	98	18 ps	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,930	Traveler.	Midland.	1871	Cheboygan, Mich., U.S.A.	140 0	24 0	12 0	438	248	118 sc	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
115,272	Trebia.	St. John, N.B.	1902	Port Glasgow, G.B.	338 7	46 0	25 7	3,586	2,943	303 sc	Steamship Trebia Co., Ltd., Rothesay, N.B.
108,812	Treat.	Belleville.	1893	Simcoe, Ont.	36 9	10 5	3 9	20	12	20 ps	D. Gilmour, Trenton, Ont.
111,968	Trim.	New Westminster.	.....	New Westminster, B.C.	28 0	8 0	2 5	3	3	2 sc	Harry Trim, Westham Island, B.C.
.....	Trois Rivières	Montreal.	.....	Sorel, Que.	218 5	32 9	9 4	1,552	794	—ps	The Richelieu & Ontario Nav. Co., Montreal, Que.
88,233	Tropic.	Brockville.	1895	Smith's Falls, Ont.	40 5	8 3	3 4	9	7	7 sc	Dr. Wm. A. Gray, Smith's Falls, Ont.
107,511	Troubadour.	Vancouver.	1898	Victoria, B.C.	48 0	10 3	4 8	18	12	7 sc	A. E. Green, Vancouver, B. C.

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121,783	Trudel II.	Ottawa.	1904	Douglas Farm, Quinze Lake, Que.	40 4	16 7	3 6	15	5	3 pa.	James B. Klock, Mattawa, Ont.
107,118	Trusty.	Lunenburg.	1898	LaHave, N.S.	77 0	17 4	7 8	55	33	110 sc.	The LaHave Steamship Co., Ltd., LaHave, N.S.
100,201	Try	Vancouver.	1891	Vancouver, B.C.	61 0	15 0	3 0	42	26	10 pa.	E. Burns, Vancouver, B.C.
122,386	Tulip.	Victoria.	1905	Seattle, U.S.A.	33 5	9 0	3 6	12	6	5½ sc.	Joseph A. Sayward, Victoria, B.C.
111,201	Turbinia.	Hamilton	1904	Hebburn-on-Tyne, G.B.	250 0	33 2	12 6	1,064	608	500 sc.	Turbine Steamship Co., Ltd., Hamilton, Ont.
112,394	Turtle.	Ottawa.	1902	Cache Bay, Ont.	65 0	20 0	3 8	38	33	12 pa.	Geo. Gordon, et al., Pembroke, Ont.
100,324	Tusket.	Yarmouth	1893	Tusket, N.S.	29 5	7 8	3 2	3	2	10 sc.	Tusket River Lumber Co., Ltd., Yarmouth, N.S.
111,885	Tutty	Peterborough.	1905	Peterboro', Ont.	35 5	7 5	3 0	9	6	½ sc.	H. Allen Peterboro', Ont.
88,327	Two Brothers.	Quebec	1886	Quebec, Que.	44 5	11 2	5 5	23	9	40 sc.	Wm. Hackett, Quebec, Que.
100,627	Two Friends.	Port Dover.	1905	Port Dover, Ont.	52 3	13 0	5 0	23	16	9 sc.	H. W. Ansley, et al., Port Dover, Ont.
107,639	Tyee.	New Westminster.	1899	New Westminster, B.C.	72 0	14 2	6 5	32	18	11 sc.	Francis Boutlier, M.O., New Westminster, B.C.
107,159	Tyrell	Vancouver.	1898	Vancouver, B.C.	142 0	30 2	4 8	678	408	17 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
112,246	Ula.	Vancouver.	1902	Vancouver, B.C.	31 8	8 6	3 0	10	7	9 sc.	E. K. DeBeck, Vancouver, B.C.
96,097	Ula.	Halifax.	1889	Dumbarton, G.B.	49 4	9 0	5 2	14	4	9 sc.	John F. Stairs, Halifax, N.S.
103,815	Ullacalala.	Belleville.	1900	St. Joseph, Mich., U.S.A.	38 0	7 0	3 6	6	4	10 sc.	Chas. W. Turner, Campbellford, Ont.
92,658	Umbria.	St. Catharines	1889	Port Dalhousie, Ont.	58 0	15 2	6 2	43	29	14 sc.	Jas. Murray, St. Catharines, Ont.
92,619	Una.	Port Arthur.	1897	Port Arthur, Ont.	38 8	10 0	2 6	19	12	2 pa.	George Claret, Port Arthur, Ont.
107,370	Una.	Toronto.	1885	Peekskill, N.Y., U.S.A.	46 0	8 8	8 0	22	15	2 sc.	David S. Pratt, Midland, Ont.
92,645	Uncle Jim.	Wallaceburg.	1886	Wallaceburg, Ont.	50 0	10 5	4 3	11	8	1 sc.	Robert Graham and Mathew Graham, Kewawong, Ont.
97,101	Uncle Tom.	Port Burwell.	1893	Port Bruce, Ont.	47 0	10 8	3 6	8	5	3½ sc.	Levi Young, M.O., Port Bruce, Ont.
100,680	Uncle Tom.	Vancouver.	1894	Vancouver, B.C.	29 5	7 4	3 3	3	2	½ sc.	Francis W. Shaw, Vancouver, B.C.
122,546	Undan	"	1906	"	31 1	10 0	4 9	14	9	2 sc.	Frank M. Richardson, Vancouver, B.C.
94,981	Undine.	Toronto.	1899	Toronto, Ont.	49 0	8 7	4 4	17	15	10 sc.	The Mine Centre Lumber Co., Ltd., Fort William, Ont.

## \*Turbines.

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## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en chevaux et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire géant et adresse.
103,681	Undine.....	Toronto.....	1897	Toronto, Ont.....	31 0	7 7	2 8	9	6	2 sc...	The Mine Centre Lumber Co., Ltd. Fort William, Ont.
122,519	Unican.....	Vancouver.....	1907	Vancouver, B.C.....	35 7	10 5	5 3	15	10	3 sc...	James E. Macrae, Vancouver, B.C.
96,719	Union.....	Ottawa.....	1884	Pembroke, Ont.....	87 0	23 8	5 2	75	66	30 sc...	J. A. Thibadeau, Pembroke, Ont.
*92,654	Union.....	St. Catharines..	1866	Kingston, Ont.....	132 0	23 6	6 8	267	163	100 sc...	The Fort Erie Ferry Co., Fort Erie Ont.
85,707	United Lumber man.....	Wallaceburg.....	1884	Dresden, Ont.....	139 2	31 6	11 7	399	259	170 sc.	Geo. H. Morden, Oakville, Ont.
111,548	Uno.....	Vancouver.....	1901	Vancouver, B.C.....	35 2	11 5	4 0	12	8	2 sc...	Jas. S. Emerson, Vancouver, B.C.
100,653	Uras.....	Kingston.....	1892	Kingston, Ont.....	48 2	10 0	3 4	17	11	6 sc...	O. R. Fraser, Edmonton, Alta.
*100,903	Urania.....	Windsor, Ont.....	1875	Milwaukee, Minn., U.S.A.	190 0	27 4	11 0	898	424	77 ps.	Wm. Woolatt, Walkerville, Ont.
100,639	Vachie.....	Vancouver.....	1892	Victoria, B.C.....	40 2	10 4	4 0	10	7	2 sc...	Francis W. Walsh, Vancouver, B.C.
107,894	Vacuna.....	Prescott.....	1896	Bristol, R.I., U.S.A.....	75 1	13 5	8 0	52	35	75 sc...	J. P. Wieser, Prescott, Ont.
103,262	Vacuna.....	St. John, N.B.....	1888	Brewer, Me., U.S.A.....	35 0	8 5	2 7	10	6	1 sc...	S. W. Conrad, Ste. Croix, N.B.
124,077	Vadero.....	Victoria.....	1881	Gothenburg, Sweden.....	191 2	28 7	21 7	908	698	110 sc...	The Boscovitz Steamship Co., Ltd., Victoria, B.C.

\*Formerly "Watertown." †Formerly "Flora."

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108,230	Valeda.	Ottawa.	Pembroke, Ont.	30 0	6 4	3 0	2	2	4 sc.	Charles Lemoine, Pembroke, Ont.
†96,907	Valeria.	Kingston.	Kingston, Ont.	75 4	13 5	4 0	52	33	20 sc.	Luke Mallon, Morrisburg, Ont.
111,541	Valhalla.	Vancouver.	Nelson, B.C.	102 5	20 8	9 0	153	34	37 sc.	Canadian Pacific Railway Co., Montreal, Que.
69,595	Valleyfield.	{ Montreal.	{ Quebec, Que.	{ 116 0	{ 23 2	{ 6 5	{ 417	280	12 sc.	Jos. A. Lamarre, Montreal, Que.
92,775	Vancouver.	Vancouver.	Vancouver, B.C.	72 0	13 7	5 2	50	34	4 sc.	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
116,907	Vanguard.	Paraboro.	Cape D'Or, N.S.	47 2	12 3	6 0	16	11	35 sc.	Reginald W. Petre, Cape D'Or, N.S.
875,538	Varennes.	Montreal.	Sorel, Que.	170 0	26 5	8 0	362	228	150 ps.	Richelieu & Ontario Navigation Co., Montreal, Que.
72,967	Varuna.	Pictou, Ont.	Wolfe Island, Ont.	94 4	17 0	5 1	134	85	40 sc.	J. E. Rathbun, et al., Pictou, Ont.
100,927	Varunna.	Ottawa.	Carleton Place, Ont.	23 0	5 0	2 4	1	1	2 sc.	Geo. P. Spittal, Ottawa, Ont.
88,578	Vega.	Toronto.	Kingston, Ont.	37 0	6 6	3 5	7	5	4 sc.	J. K. Macdonald, Toronto, Ont.
117,147	Venetia.	Halifax.	Mahone, Bay, N.S.	30 5	9 0	3 5	5	5	‡ sc.	Joseph N. Pettipas, Bay of Islands, Nfld.
107,703	Venetia.	Toronto.	Toronto, Ont.	61 5	11 5	7 6	31	21	6 sc.	David Smith, Toronto, Ont.
122,163	Venture.	Vancouver.	Vancouver, B.C.	29 1	9 3	3 4	8	6	1 sc.	John J. Hodder, New Westminster, B.C.
111,776	Venture.	Victoria.	Victoria, B.C.	153 4	36 2	9 5	812	489	65 sc.	The Boscowitz, Steamship Co., Ltd., Victoria, B.C.
107,449	Vera.	Vancouver.	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc.	Louis Haptonstall, Port Eslington, B.C.
116,251	Vera A.	Toronto.	Midland, Ont.	35 3	9 0	3 3	11	7	1 sc.	Georgian Bay Lumber Co., Ltd. Wausau, Ont.
122,601	Verbena.	Kenora.	Kenora, Ont.	70 0	16 0	6 0	72	49	13 sc.	Lake of the Woods Milling Co., Ltd., Montreal, Que.
94,913	Verbena May.	Southampton.	Southampton, Ont.	38 0	12 0	4 6	16	11	8 sc.	Richard Gawley, Mars, P.O., Ont.
†80,959	Vergey.	Hamilton.	Pictou, Ont.	54 0	9 0	3 5	18	14	16 sc.	Thos. H. Lawry, Hamilton, Ont.
107,423	Vernon, Jr.	Brockville.	Manitowac, Wis., U.S.A.	70 6	13 6	7 0	46	26	10‡ sc.	William H. Comstock, Brockville, Ont.
103,689	Verva.	Toronto.	Wahnapitac, Ont.	66 0	15 2	6 9	55	37	40 sc.	John Waldie, Toronto, Ont.
88,236	Vesper.	Brockville.	Brockville, Ont.	30 7	6 2	2 6	2	2	3 sc.	W. J. Gibbard, Napanea, Ont.
111,531	Vesper.	Vancouver.	Vancouver, B.C.	26 0	8 2	2 3	4	3	6 sc.	Frank N. Asman, Vancouver, B.C.
90,736	Vesper.	Victoria.	Victoria, B.C.	27 0	6 4	2 9	6	4	1 sc.	Miss Mary A. Ellison, Victoria, B.C.
100,406	Vesta.	Hamilton.	Hamilton, Ont.	28 0	7 5	3 6	8	5	5 sc.	Oronhyateka, M.D., Toronto, Ont.

‡ Formerly "Geraldine."

§ Formerly "Cultivateur."

|| Formerly "Paul Smith" and "Gatineau."

† Formerly "Lorelei."

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100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	35 8	8	3 9	9	5	1 sc	J. L. Philips, Mira Gut, N.S.
116,923	Vesta	Victoria	1904	Port Simpson, B.C.	44 0	8 8	5 6	12	7	2 sc	D. A. Robertson and George Rudge, Port Simpson, B.C.
90,525	Vick	Chatham, Ont	1890	Chatham, Ont	40 0	10 0	5 0	13	9	1 sc	V. Robinson, Chatham, Ont.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	71 6	15 8	5 0	46	29	15 ps	Wm. Richards & Co., Ltd., Boies- town, N.B.
96,666	Victor	Montreal	1875	Quebec, Que	59 0	14 6	6 4	35	18	8½ sc	E. A. D. Morgan, Montreal, Que.
121,763	Victor	Vancouver	1906	Vancouver, B.C.	34 6	9 7	4 4	14	10	3 sc	Abraham R. Bittancourt, Ganges, B.C.
121,778	Victor	Winnipeg	1906	The Landing, Man.	52 0	12 0	4 5	26	18	3½ sc	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
107,746	Victoria	Brockville	1900	Kingston, Ont	72 6	15 5	5 0	58	40	3 sc	The Brockville Navigation Co., Ltd., Brockville, Ont.
107,462	Victoria	Lindsay	1894	Lindsay, Ont	35 0	6 6	3 0	4	3	6 sc	R. B. Rogers, Peterborough, Ont.
107,408	Victoria	Montreal	1899	Toronto, Ont	100 0	21 0	5 6	181	108	17 sc	Ottawa River Navigation Co., Mont- real, Que.
111,666	Victoria	"	1902	Sorel, Que	101 7	21 2	6 9	343	183	17 sc	Amedeo Malette, Rigaud, Que.
107,087	Victoria	Ottawa	1897	Pembroke, Ont	128 7	21 0	7 1	188	99	60 ps	Pembroke Nav. Co., Ltd., Pembroke, Ont.
112,400	Victoria	"	1901	Simcoe, Ont	42 4	16 0	3 6	25	20	20 ps	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
103,802	Victoria	Pictou, N.S.	1904	Fugwash, N.S.	64 4	17 4	6 6	68	40	5 sc	(Geo. D. Grimmer, St. Andrews, N.B.



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Victoria.....	Port Hope .....	1867	Lindsay, Ont.....	93 7	15 4	6 5	191	120	Whitby & Port Perry Railway Co., Whitby, Ont.
112,029 Victoria.....	Quebec.....	1901	Quebec, Que.....	70 2	13 9	6 5	48	32	John S. Thom, Quebec, Que.
107,063 Victoria.....	St. John, N.B.....	1897	St. John, N.B.....	191 2	30 0	7 9	1,002	631	Star Line S.S. Co., Ltd., Gagetown, N.B.
94,917 Victoria.....	Southampton.....	1891	Port Elgin, Ont.....	31 3	7 1	2 5	3	2	W. F. Davidson, Colpo's Bay, Ont..
116,751 Victoria.....	Toronto .....	.....	.....	37 8	10 0	3 9	13	9	Peter Light, Tp. of Tiny, Simcoe Co., Ont.
77,797 Victoria.....	Winnipeg.....	1878	St. Catharines, Ont.....	60 0	10 3	4 2	23	15	The Minister of Public Works, Ottawa, Ont.
116,365 Victoria K.....	Goderich.....	1903	Goderich, Ont.....	72 4	15 1	6 8	41	28	M. G. McDonald, Blind River, Ont..
111,783 Victorian.....	Victoria.....	1891	Portland, Ore., U.S.A.....	242 3	36 0	15 5	1,504	809	John Hendry, Vancouver, B.C.
108,917 Victorian.....	" .....	1898	Victoria, B.C.....	146 5	33 4	4 7	716	465	British Yukon Navigation Co., Ltd., Vancouver, B.C.
..... Victory.....	Montreal.....	1870	Montreal, Que.....	65 9	13 4	7 0	56	38	Wm. O. Connors, Quebec, Que.
*107,869 Vidette.....	Dawson .....	1898	St. Michaels, Ala., U.S.A.....	96 0	18 0	3 5	134	67	Comptroller Northwest Mounted Po- lice, Ottawa, Ont.
116,700 Viga.....	Kenora.....	1903	Kenora, Ont.....	18 0	5 4	2 6	1	—	Henry de Sarasa, Whitewood, Sask., and R. Wolff, Winnipeg, Man., J.O.
117,070 Vigilant .....	Ottawa.....	1904	Toronto, Ont.....	177 0	22 1	13 2	396	243	The Minister of Marine and Fisheries Ottawa, Ont.
111,594 Vigilant .....	Vancouver.....	1890	Victoria, B.C.....	52 0	12 4	5 0	29	20	Robt. Bailey, Vancouver, B.C.
116,371 Viking.....	Port Arthur.....	1902	Rosport, Ont.....	44 0	11 4	5 0	15	10	Thomas Craigie, Rosport, Ont.
103,130 Viking.....	St. Andrews.....	1891	Ashtabula, Ohio, U.S.A.....	75 3	21 1	6 4	128	87	Deer Island & Campo Bello S.S. Co., Campo Bello, N.B.
107,211 Viking.....	Winnipeg .....	1899	Winnipeg, Man.....	43 7	11 7	7 4	17	12	Stephen Sigurdson, Hnausa, Man.
112,397 Ville Marie.....	Ottawa.....	1902	Ville Marie, Que.....	35 0	11 5	4 0	32	27	Joseph Lavigne, Ville Marie, Que.
112,076 Villeneuve.....	Kenora.....	1901	Kenora, Ont.....	50 0	9 8	4 2	28	19	Jos. S. Villeneuve, Kenora, Ont.
122,515 Vina.....	Vancouver.....	1907	Vancouver, B.C.....	36 4	9 0	4 3	12	8	William Harries, Vancouver, B.C.
*112,275 Viola.....	Montreal.....	1908	Montreal, Que.....	25 0	6 4	2 3	2	2	Mrs. Ida H. O. Moseley, Westmount, Que.
116,890 Viola.....	St. Catharines.....	1906	Hamilton, Ont.....	35 0	9 8	3 4	5	5	Arthur E. Masters, et al., Niagara on the Lake, Ont.
85,744 Viola.....	Toronto.....	1883	Levis, Que.....	100 0	16 3	6 0	68	46	The Viola Steam Yacht Co., Toronto, Ont.
107,740 Viper .....	Kingston.....	1899	Kingston, Ont.....	40 6	7 9	4 6	8	5	F. J. Drake, Kingston, Ont.
111,852 Viper.....	Port Arthur.....	1901	Owen Sound, Ont.....	60 0	13 0	5 6	34	19	Wm. Collis, Bruce Mines, Ont.

\* Formerly "Ninie."

† Formerly "May West."

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*71,615	Virginia.....	Montreal.....	1875	Philadelphia, Pa., U.S.A.	107 0	24 0	10 8	146	89	175 sc	Sincoennes McNaughton Line, Ltd., Montreal, Que.
112,285	Vison.....	Montreal.....	1902	St. Joseph, Mich., U.S.A.	23 2	6 0	2 3	3	1	1 sc	P. Beauchemin, Sorel, Que.
111,808	Viva.....	Sault Ste. Marie ..	1893	Wyandotte, Mich., U.S.A.	33 0	8 0	3 6	7	5	— sc	John McEwen, Sarnia, Ont.
90,577	Vivid.....	Toronto.....	1886	Toronto, Ont.....	83 8	12 0	6 6	56	35	25 sc	Frank B. Polson, Toronto, Ont.
122,404	Vixen.....	Montreal.....	1907	Lachine, Que.....	32 0	5 9	2 7	3	2	2 sc	Andrew S. Forman, Montreal, Que.
111,592	Vixen.....	New Westminster..	1898	Kaalo, B.C.....	35 0	7 0	3 0	7	5	2 sc	J. D. Montgomery, Spokane, Wash., U.S.A.
71,228	Vixen.....	Sault Ste. Marie ..	1886	Drummond Island, Mich., U.S.A.	48 0	13 8	5 0	68	53	18 sc	J. H. McCaul, Sault Ste. Marie, Ont.
122,371	Volage.....	Vancouver.....	1895	Vancouver, B.C.....	36 5	10 0	5 0	13	9	½ sc	William M. Sprott, Vancouver, B.C.
100,694	Volunda.....	Pictou, N.S.....	1894	New Glasgow, N.S.....	73 4	9 4	5 9	30	14	7 sc	Jos. L. Phillips, M.O., Mira, N.S.
103,442	Volunteer.....	Ottawa.....	1889	Ottawa, Ont.....	35 4	6 6	3 0	3	2	4 sc	M. P. Davis, Ottawa, Ont.
103,553	Voyageur.....	Midland.....	1895	Montreal, Que.....	67 6	12 0	4 8	44	30	2 sc	Canada Iron Furnace Co., Ltd., Montreal, Que.
107,926	Vulcan.....	New Westminster..	1899	New Westminster, B.C..	72 0	16 0	7 5	77	52	17 sc	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
92,756	Vulcan.....	Quebec.....	1889	Dalhousie, N.B.....	43 3	11 8	5 5	18	13	35 sc	The Mabou & Gulf Coal Co., Ltd., Mabou N.S.

\* Formerly, "Lake."

121,678	W. L.	Vancouver.	1905	Whateom, Wash., U.S.A.	23 0	4 8	2 2	2	2	1 sc	W. Lomborg, Vancouver, B.C.
116,394	W. B. Aldrich	Chatham, Ont. ....	{ 1908 1905	{ Milwaukee, U.S.A. .... Chatham, Ont. ....	68 5	15 0	9 0	59	33	10 sc	H. A. Hackett, et al., J.O., Amherstburg, Ont.
69,526	W. C. Francis	Montreal. ....	1873	Buffalo, N.Y., U.S.A. ....	64 0	15 6	8 4	38	14	80 sc	John Blackader, Cornwall, Ont.
117,036	W. D. Brock	Sault Ste. Marie	1905	Echo Bay, Ont. ....	35 0	10 0	3 7	13	9	2 sc	Frederick H. Lawrence, Echo Bay, Ont.
116,264	W. D. Matthews.	Toronto	1903	Collingwood, Ont. ....	386 5	48 0	28 0	3,965	2,450	151 sc	St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
78,026	W. E. Gladstone.	Owen Sound	1892	Collingwood, Ont. ....	72 0	16 0	6 8	45	30	25 sc	The Lemcke Tug Co., Ltd., Lion's Head, Ont.
96,942	W. E. Vroom.	St. John, N.B.	1889	New Glasgow, N.S.	32 8	7 0	2 5	10	7	1 sc	John A. Gregory, Grand Bay, N.B.
112,332	W. H. Price	Collingwood	1903	Collingwood, Ont. ....	38 0	10 0	4 6	13	9	2 sc	George Stalker, Collingwood, Ont.
111,810	W. H. Seymour.	Sault Ste. Marie	1874	Manitowoc, Wis., U.S.A.	66 0	17 3	8 5	85	42	— sc	N. H. Wright, Cutler, Ont.
71,247	W. J. Atkins.	Toronto	1874	Buffalo, N.Y., U.S.A. ....	60 0	15 0	6 5	42	25	40 sc	D. C. Graham, Fort William, Ont.
107,133	W. J. Emerson.	Goderich	1900	Goderich, Ont. ....	66 0	12 7	5 5	28	19	6 sc	Dominion Fish Co., Ltd., Winnipeg Man.
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont.	22 5	5 0	2 3	1	1	3 sc	R. L. Haycock, Ottawa, Ont.
*80,691	W. J. Poupore.	Montreal.	1881	Montreal, Que.	70 5	15 0	5 9	47	22	55 sc	W. J. Poupore, Montreal, Que.
111,806	W. J. Smith	Sault Ste. Marie	1902	Richard's Landing, Ont.	54 0	12 4	4 4	26	17	45 sc	W. J. Smith, Richard's Landing, Ont.
107,194	W. J. Strong	Southampton	1900	Port Elgin, Ont. ....	58 0	14 0	7 0	41	28	5 sc	W. J. Strong, et al., Southampton, Ont.
78,040	W. J. Taylor.	Chatham, Ont.	1883	Chatham, Ont. ....	35 0	8 0	3 0	9	6	10 sc	St. Clair Tunnel Co., Sarnia, Ont.
96,811	W. L. Davis.	Sault Ste. Marie	1882	Detroit, Mich., U.S.A.	46 0	12 0	5 0	46	37	— sc	Jas. Garrett, Sault Ste. Marie, Ont.
22,655	W. M. German.	Port Dover	1888	Port Robinson, Ont.	58 0	12 0	5 0	28	19	9 sc	H. W. Ansley, Port Dover, Ont.
94,697	W. M. Weather- spoon.	Digby	1890	Digby, N.S.	70 2	15 8	6 6	59	34	24 sc	The W. W. Weatherspoon Tow & Ferryboat Co., Hantsport, N.S.
96,869	W. P. Buckley	Prescott.	1870	Wilson, N.Y., U.S.A.	45 0	9 5	3 4	27	12	— sc	J. James Buckley, Prescott, Ont.
85,709	W. S. Ireland.	Wallaceburg	1872	Wallaceburg, Ont.	86 5	24 2	6 7	105	71	9 sc	John Cooper, Chatham, Ont.
107,592	W. S. Oldfield	Owen Sound	1888	Warton, Ont.	42 0	12 4	5 0	15	10	26 sc	W. H. Oldfield, Parry Sound, Ont.
100,702	Wabana	Pictou, N.S.	1899	New Glasgow, N.S.	41 0	8 4	5 2	12	8	4 sc	The Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
116,754	Wahnapike	Toronto	1904	Penetanguishene, Ont.	91 0	18 6	10 2	153	95	37 sc	C. Beck, Mfg., Co., Ltd., Penetan- guishene, Ont.
107,107	Walbran.	Victoria	1898	Seattle, Wash., U.S.A.	27 8	6 8	3 0	3	2	1 sc	Wm. E. Oliver, Victoria, B.C.

\* Formerly "Rigaud."

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88,375	Wales .....	Sarnia .....	1881	Sarnia, Ont. ....	126 0	24 0	11 0	350	238	36 sc ..	Wescott Wrecking Co., Ltd., Sarnia, Ont.
71,075	Walker H. Stone .....	Amherstburg .....	1889	Sandusky, O., U.S.A. ....	64 2	16 5	6 7	35	17	2 sc ..	Albert Henning, Pelee Island, Ont.
90,774	Walter Scott .....	Windsor, Ont. ....	1876	Buffalo, N.Y., U.S.A. ....	36 0	10 8	4 7	26	18	25 sc ..	J. W. Maitland, Owen Sound, Ont.
107,799	Wanda .....	Kingston .....	1899	Kingston, Ont. ....	65 0	10 5	6 6	39	26	7 sc ..	Daniel O'Connor, Temagami, Ont.
116,840	Wanda .....	" .....	1904	" .....	34 4	6 8	3 0	6	4	1 sc ..	John H. Davis, Kingston, Ont.
85,720	Wanda .....	Prescott .....	1878	Watertown, N.Y., U.S.A. ....	36 0	8 0	3 0	4	2	6 sc ..	O. Bascom, Kemptville, Ont.
94,950	Wanda .....	Yarmouth .....	1890	Lookport, N.S. ....	60 0	15 0	7 9	38	32	3 sc ..	Hugh B. Cann, M.O., Yarmouth, N.S.
121,843	Wanda II. ....	Toronto .....	1906	Toronto, Ont. ....	94 0	12 0	6 0	51	33	21½ sc ..	Timothy Eaton, Toronto, Ont.
116,968	Wanderer .....	Kenora .....	1905	Kenora, Ont. ....	45 0	11 0	4 5	20	13	1 sc ..	J. Matheson, Kenora, Ont.
121,677	Wanderer .....	Vancouver .....	1905	Vancouver, B.C. ....	23 0	7 6	2 0	4	3	½ sc ..	N. Cook and Alfred Falk, J.O., Van- couver, B.C.
103,663	Wanita .....	Toronto .....	1896	Ahmie Harbour, Ont. ....	64 0	12 0	5 8	44	30	2 sc ..	R. J. Watson, Burk's Falls, Ont.
100,651	Wapenao .....	Kingston .....	1888	Kingston, Ont. ....	40 7	8 2	3 0	5	3	8 sc ..	T. Eaton, Toronto, Ont.
*107,794	Wapiti .....	Kenora .....	1899	" .....	55 6	9 7	4 2	18	12	8 sc ..	Charles F. Bunnell, Winnipeg, Man.
100,094	Waring .....	St. John, N.B. ....	1892	Rothessay, N.B. ....	49 8	13 1	5 7	29	20	13 sc ..	Mrs. Charlotte A. Waring, et al., St. John, N.B.

\* Formerly "Watiti."



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Numér. — Numéro officiel	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built — Con- struit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. — Tonnage brut.	Registered Tonnage. — Tonnage enregistré.	II. P. of Engines and Mode of Propulsion. — Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
90,806	Wellington...	New Westminster...	1886	Victoria, B.C....	34 7	7 7	3 5	16	11	4 sc...	The Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
107,789	Welshman...	Ottawa...	1900	Ottawa, Ont.....	105 0	23 0	6 0	204	99	48 sc...	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola.....	Sackville.....	1892	Bay Verte, N.B.....	49 0	11 0	4 7	25	17	2 sc...	G. McKean, M. O., St. John, N.B.
107,685	Wenona.....	Prescott.....	1905	Prescott, Ont.....	66 6	10 4	4 6	26	17	8 sc...	Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
111,841	Wenonah.....	Chatham, N.B.....	1901	Chatham, N.B....	31 5	8 8	4 2	9	6	4 sc...	F. M. Tweedie, Chatham, N.B.
122,215	Wenonah.....	Toronto.....	1906	Hamilton, Ont.....	31 0	6 5	2 5	4	3	3 sc...	Samuel William Howard, Toronto, Ont.
108,650	Wenonah.....	Kingston.....	1899	Oliver's Ferry, Ont.....	37 0	9 6	3 5	6	4	— sc.	Wm. McLaren, Perth, Ont.
92,433	Wenonah.....	Toronto.....	1896 1906	Burk's Falls, Ont.....	94 6	18 0	6 8	93	56	9 sc...	Robert J. Watson, Burk's Falls, Ont.
103,441	Weslmoon.....	Ottawa.....	1895	Lake Weslmoon, Ont..	37 0	15 8	3 6	17	9	20 sc...	Rideau Lumber Co., Ltd., Ottawa, Ont.
111,891	West Arm.....	Ottawa.....	1901	Sturgeon Falls, Ont.....	55 0	12 8	5 5	27	24	35 sc...	Henry Quessel, J.P., Sturgeon Falls, Ont.
64,594	Western Extension.....	St. John, N.B.....	1871	Milledgeville, N.B.....	112 0	30 0	10 8	425	169	90 ps.	The Mayor, Aldermen and Com- monalty of the City of St. John, N.B.
85,671	Westminster.....	New Westminster.....	1882	Victoria, B.C.....	52 3	10 4	5 0	18	14	15 sc...	British Columbia Oanning & Cold Storage Co., Ltd., Victoria, B.C.
114,445	Westmount.....	Montreal.....	1903	Wallaseed-on-Tyne, G.B.	248 7	42 0	20 6	1,875	1,171	230 sc...	Montreal Transportation Co., Ltd., Montreal, Que.
71,179	Westport.....	Kingston.....	1862	Bedford Mills, Ont....	102 9	20 6	7 7	108	185	15 sc...	M. Scanlan, Montreal, Que.

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116,546	Westport.	1903	Westport, Ont.	87 5	18 9	6 0	80	48	10 sc..	Wesley Brooker, Portland, Ont.
116,208	Westport III.	1903	Shelburne, N.S.	101 0	21 3	9 0	140	49	24 sc..	The Insular S.S. Co., Ltd., Westport, N.S.
94,824	Weymouth.	1890	Weymouth Bridge, N.S.	102 7	19 0	7 6	154	106	26 sc..	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400	Where Now	1889	Kingston, Ont.	77 0	12 8	6 6	48	26	90 sc..	John F. Chapman, Gananoque, Ont.
107,837	White Horse	1901	White Horse, Y.T.	167 0	34 5	4 5	987	631	17 pa..	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,555	White Squall.	1886	Valleyfield, Que.	42 2	9 9	3 4	7	5	1 sc..	Montreal Cotton Co., Valleyfield, Que.
103,961	White Star	1897 1906	Montreal, Que. Cornwall, Ont.	167 2	41 8	8 2	629	313	37½ pa..	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
111,553	White Star.	1900	Lakefield, Ont.	30 0	7 4	2 4	9	6	6 pa..	Mrs. Ellen M. White, Lakefield, Ont.
103,392	White Wings	1894	Deeronto, Ont.	35 0	6 1	1 7	3	2	— sc..	T. McDonald, Thurlow, Ont.
*71,188	Wiarion Belle	1871	Chicago, Ill., U.S.A.	103 0	17 8	5 3	88	59	65 sc..	John Gidley, Penetanguishene, Ont.
103,383	Widgeon.	1884	"	24 0	6 0	3 0	2	2	1 sc..	Mrs. Margerie A. Blake, Kenora, Ont.
121,743	Wiking	1905	Eburne, B.C.	30 0	9 0	3 0	8	5	1 sc..	John Anderson, Eburne, B.C.
99,103	Wild Rose	1891	Dartmouth, N.S.	47 0	7 0	4 0	10	6	10 sc..	E. W. Parker, Montreal, Que.
103,713	Wilfred C.	1897	Yarmouth, N.S.	80 0	18 5	8 0	99	48	16 sc..	Shepody Navigation Co., Ltd., Moncton, N.B.
121,812	Wilfred L. Snow.	1905	Shelburne, N.S.	63 5	16 7	7 2	36	36	4 sc..	John W. Snow, M.O., Granville, N.S.
75,524	William.	1877	Montreal, Que.	57 4	15 0	7 4	49	32	60 sc..	Wm. W. Tate, Montreal, Que.
96,858	William A. Rooth	1871	Port Colborne, Ont.	81 0	15 7	7 6	52	32	20 sc..	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
90,880	William Aitken	1887	Yarmouth, N.S.	73 9	18 3	7 8	75	51	38 sc..	W. H. Bart, Charlottetown, P.E.I.
95,520	William Booth.	1883	Bronte, Ont.	67 0	12 2	4 6	46	32	20 sc..	Henry Quinlan, et al., Belleville, Ont.
107,204	William Cross	1897	Lake Manitou, Ont.	43 0	10 0	4 2	22	16	1 sc..	L. R. Johnstone, et al., Wabigoon, Ont.
121,933	William D.	1899	Erie, Pa., U.S.A.	35 6	9 5	3 4	10	7	1 sc..	Joseph Griffin, St. Thomas, Ont.
103,932	Wm. Davis	1897	Montreal, Que.	63 3	16 0	6 0	40	27	9 sc..	J. T. Davis, Ottawa, Ont.
77,717	Wm. F. McRae	1880	Wallaceburg, Ont.	65 0	14 4	6 8	46	31	35 sc..	J. Mayhew, Moore, Ont.
100,887	Wm. H. Murray	1894	St. John, N.B.	74 1	17 4	8 2	75	51	33 sc..	J. Holly, St. John, N.B.

\* Formerly "Chicago Belle." † Formerly "Blandina."

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## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. c. v. et mode de propulsion.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
90,763	Wm. H. Seibold...	Goderich.....	1887	Goderich, Ont.....	58 0	12 2	6 0	22	15	25 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
*111,482	William Hackett..	Quebec.....	1900 1906	Levis, Que..... Quebec, Que.....	98 7	20 0	8 0	126	86	39 sc..	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
80,874	William Johnston.	Kingston.....	1878	Garden Island, Ont.....	85 9	20 9	6 6	95	53	32 sc..	The Calvin Co., Ltd., Garden Island, Ont.
111,842	Wm. M.....	Chatham, N.B.....	1901	Chatham, N.B.....	54 0	14 4	6 0	29	20	13 sc..	Wm. M. and E. H. Sinclair, Newcastle, N.B.
107,527	William Oglvie...	Victoria.....	1899	Lake Bennett, B.C.....	63 0	14 4	4 5	82	56	5 sc..	The Teslin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul.....	Montreal.....	1888	Sorel, Que.....	40 9	10 5	4 6	7	5	4 sc..	H. Larose, Pierreville, Que.
88,631	William Ross.....	".....	1870	Port Robinson, Ont.....	40 0	8 9	5 0	14	10	25 sc..	N. Anclair, Montreal, Que.
103,665	William Whyte...	Winnipeg.....	1897	Wabigoon, Ont.....	36 0	9 0	3 9	18	12	1 sc..	L. R. Johnstone, et al., Wabigoon, Ont.
97,004	William Wilson...	St. Catharines.....	1892 1903	Ridgeway, Ont..... Port Maitland, Ont.....	43 4	11 1	5 2	1	10	1 sc..	Frank Ross, Port Maitland, Ont.
103,308	Willie.....	Vancouver.....	1894	Shelton, Wash., U.S.A.....	65 6	15 5	4 5	83	56	4 pa..	Wm. C. Brown, Vancouver, B.C.
107,402	Willie C.....	Montreal.....	1893	Eddieville, N.Y., U.S.A.....	39 0	9 6	4 0	8	6	3 sc..	J. E. Paul Sorel, Que.
80,780	Willie Scagel....	Sarnia.....	1888	Sarnia, Ont.....	37 0	8 6	4 0	22	15	2 sc..	J. Teller, jr. Blenheim, Ont.
100,928	Willis.....	Ottawa.....	1893	Ottawa, Ont.....	30 4	7 6	3 0	2	1	6 sc..	D. O'Connor, Ottawa, Ont.
118,889	Willowdee.....	Kingston.....	1904	Kingston, Ont.....	69 6	9 9	5 0	25	17	15 sc..	W. L. Hepton, Leeds, G.B.

\* Formerly "Adriatic."





ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—*Concluded.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Fin.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. C. V. et mode de propulsion.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, — et adresse.
107,452	Ymir.....	Vancouver.....	1898	Nelson, B.C.....	77 7	16 7	6 0	70	47	27 sc ..	Canadian Pacific Railway Co., Montreal, Que.
111,979	York.....	" .....	1901	Toronto, Ont.....	88 0	16 2	4 9	134	91	13 sc ..	" .....
112,050	You and I.....	St. Catharines .....	1902	Port Maitland, Ont.....	52 0	14 2	5 6	25	17	20 sc ..	John McKeown, Port Maitland, Ont.
75,723	Yuba.....	Barrington .....	1878	Yarmouth, N.S.....	40 2	11 3	4 0	12	6	2 sc ..	Ephraim Larkin, Barrington, N.S.
107,098	Yukoner.....	Victoria.....	1898	St. Michaels, Alaska, U.S.A.....	170 8	32 0	5 7	781	492	17 pa ..	British Yukon Navigation Co., Ltd., Vancouver, B.C.
121,744	Yuno.....	Vancouver.....	....	....	26 0	10 4	3 6	7	5	4 sc ..	Ernest W. Stark, Vancouver, B.C.
122,226	Yvon .....	Montreal.....	1906	Sorel, Que.....	58 0	17 5	8 4	51	26	10 sc ..	The Sincennes McNaughton Line, Ltd., Montreal, Que.
100,650	Yvonne .....	Victoria.....	1890	Vancouver, B.C.....	29 0	7 3	3 0	5	3	1 sc ..	Henry G. Holman, Vancouver, B.C.
88,510	Zaidee.....	Sydney .....	1884	Dartmouth, N.S.....	49 3	11 8	4 4	19	13	12 sc ..	J. G. H. Purves, North Sydney, N.S.
100,625	Zara.....	Port Dover.....	1903	Port Rowan, Ont. ....	55 4	9 1	3 8	35	24	16 sc ..	Pearson & Dease, Port Rowan, Ont.
107,830	Zealandian..	Victoria.....	1900	Lake Bennett, B.C.....	102 0	23 0	5 0	150	141	7 pa ..	Canadian Development Co., Ltd., Victoria, B.C.
100,041	Zella.....	Brockville.....	1890	Brockville, Ont.....	36 8	7 1	3 7	3	3	6 sc ..	B. D. Stacey, Brockville, Ont.

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107,680/Zelma.....	Lindsay.....	1900	Lindsay, Ont.....	22 0	5 2	2 6	1	1	4 sc ..	Reuben L. Morgan, Lindsay, Ont.
92,616/Zena.....	Port Arthur.....	1886	Fort William, Ont .....	27 9	8 6	2 8	4	4	3 sc ..	James Whalen, Port Arthur, Ont.
88,524/Zephyr. ....	Hamilton .....	1886	Hamilton, Ont.....	27 0	6 0	3 0	3	2	8 sc ..	C. A. Bogert, Toronto, Ont.
88,232/Zephyr. ....	Toronto.....	1885	Brookville, Ont. ....	52 0	10 0	4 5	19	11	8 sc ..	Thos. Marks, Port Arthur, Ont.
112,220/Zuleika .....	St. John, N.B.....	1883	Gloucester, Mass., U.S.A.	48 4	9 0	4 6	16	11	4 so ..	John F. Gregory, St. John, N.B.
94,676/Zuleika.....	Sydney .....	1889	Dartmouth, N.S.....	51 0	8 5	4 2	12	8	25 sc ..	Louis Petrie, Glace Bay, N.S.
75,910/Zulu.....	Chatham, N.B.....	1879	Chatham, N.B.....	56 0	10 8	4 6	18	10	35 ps ..	New Brunswick Trading Co. of London, Ltd., London, G.B.



PART II  
SAILING VESSELS

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PARTIE II  
VOILIERS

## PART II.—PARTIE II.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, December 31, 1907

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, 31 décembre 1907.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Grément.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,995 A.	.....	Ottawa	Barge—Chd.	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	Canada Corundum Co., Ltd., Toronto, Ont.
107,922 A.	No. 1.....	New Westminster	"	1897	New Westminster, B.C.	60 0	24 0	5 0	68	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
107,923 A.	No. 2.....	"	"	1897	"	60 0	24 0	5 0	68	"
117,155 A.	B. C., No. 1....	"	Scow—Chd.	1906	"	63 0	24 0	2 8	91	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,602 A.	B. C., 5.....	"	Barge—Chd	1900	Steveston, B.C.	50 0	14 0	3 0	17	"
111,606 A.	B. C., 6.....	"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	"
111,603 A.	B. C., 25.....	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	"
107,921 A.	C. C., No. 3....	"	"	1897	New Westminster, B.C.	68-0	24 0	5 0	150	Automatic Can Co., Ltd., New Westminster, B.C.
107,406 A.	D. ....	Quebec	Sloop.....	1899	St. Thomas de Pierre-ville, Que.	147 0	30 1	13 4	462	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
111,837 A.	L. B. ....	Lunenburg	Schr—Glt.....	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	H. W. Adams and A. Knickle, J.O., Lunenburg, N.S.
107,457 A.	M., 1. ....	Vancouver	Scow—Chd.	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
121,719 A.	M., 5. ....	"	"	1902	"	78 3	30 3	7 5	105	William C. Ditmars, Vancouver, B.C.
117,014 A.	M., 6. ....	"	"	1902	"	79 0	30 0	7 5	100	W. H. Armstrong, Vancouver, B.C.

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111,867	A. A. Buell.	Ottawa.	Barge—Chd.	1902 Hull, Que.	108 5	22 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,881	A. C. Bartlett.	St. John, N.B.	Schr—Glt.	1892 Oromocto, N.B.	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.
103,222	A. C. Davis	Ottawa.	Horse ferry.	1893 Quyon, Que.	43 0	24 8	2 1	12	William McLean, Quyon, Que.
94,632	A. C. Greenwood	Shelburne	Schr—Glt.	1888 Sand Point, N.S.	41 0	13 7	6 0	15	Ernest Mason, Tangier, N.S.
97,034	A. D'E.	Yarmouth.	"	1891 Pubnico, N.S.	38 0	13 8	5 5	16	A. D'Entremont, Pubnico, N.S.
103,438	A. D. Smith.	Ottawa.	Barge—Chd.	1895 Barry's Bay, Ont.	32 3	11 3	3 6	14	D. Johnston, Combermere, Ont.
112,286	A. E. Moore	Digby.	Sloop.	1902 Church Point, N.S.	27 0	8 9	4 9	11	Jas. A. Moore, Westport, N.S.
111,575	A. G. Nish.	Toronto.	Dr'idge—D'gue	1890 } Oakville, Ont. 1901 } Toronto, " }	65 0	23 0	6 0	43	F. Simpson, Toronto, Ont.
116,539	A. K. Maclean.	Lunenburg.	Schr—Glt.	1905 LaHave, N.S.	105 5	26 8	11 0	176	Freeman S. Messenger, M.O., Petite Rivière, N.S.
90,461	A. Anthony	St. John, N.B.	"	1884 Lower Selmah, N.S.	71 1	21 3	7 8	78	Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier.	Ottawa.	Barge—Chd.	1884 Monte Bello, Que.	111 6	22 7	6 5	137	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,950	A. Gill.	Montreal.	Sloop.	1898 Pierreville, Que.	95 8	22 9	6 5	105	Emmanuel Daneau, Windsor Mills, Que.
107,321	A. Lincoln	Charlottetown	Schr—Glt.	1865 Essex, Mass., U.S.A.	72 5	18 8	7 0	58	Herbert Gray, Charlottetown, P.E.I.
72,714	A. Muir.	St. Catharines	"	1874 Port Dalhousie, Ont.	138 4	23 9	11 4	330	Wm. Muir, Port Dalhousie, Ont.
122,258	A. Renaud	Québec	"	1907 La Petite Rivière St. François Xavier, Que.	68 5	23 0	8 6	83	Alfred Renaud, La Petite Rivière St. François Xavier, Que.
97,199	A. Robillard.	Montreal.	Sloop.	1890 Pierreville, Que.	110 1	22 8	7 8	153	A. Robillard, Montreal Que.
83,323	Aaron	Ottawa.	Barge—Chd.	1881 Montreal, Que.	108 0	22 0	6 4	144	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,790	Abana.	Charlottetown	Schr—Glt.	1889 La Have, N.S.	76 0	23 6	8 7	76	James Lannigan, Souris, P.E.I.
96,945	Abana.	St. John, N.B.	"	1890 St. Martin's, N.B.	77 5	25 9	7 6	97	G. R. McDonough, St. Martin's, N.B.
121,808	Abbie	Barrington.	Sloop.	1904 Clyde, N.S.	31 0	11 4	6 0	10	C. D. Atkinson, Cape Island, N.S.
107,798	Abbie Keast.	St. John, N.B.	Schr—Glt.	1899 Cambridge, N.B.	83 0	27 0	7 3	96	Alexander Watson, et al., St. John, N.B.
122,637	Abbie L. Andrews.	Kingston	"	1873 Toledo, Ohio, U.S.A.	138 7	26 1	11 1	287	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
121,802	Abbie May	Barrington	Sloop.	1904 Shelburne, N.S.	30 0	10 6	6 0	10	Charles E. Rapp, McNutt's Island, N.S.
107,070	Abbie Verna	St. John, N.B.	Schr—Glt.	1898 Waterborough, N.B.	69 5	24 3	6 4	66	Thomas Antle, Parraboro', N.S.
77,826	Abby G.	Halifax.	"	1879 Ship Harbour, N.S.	54 6	15 8	6 2	31	Walter Glawson, Ship Harbour, N.S.

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## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrites sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>m</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>m</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>m</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
92,603	Abby Jane.....	Sydney .....	Schr—Glt .....	1899	Aspy Bay, N.S. ....	45 5	15 6	6 1	19	John Fitzgerald, Aspy Bay, N.S.
100,828	Abeona.....	Lunenburg.....	Bktn—Bkgt.....	1893	Mahone Bay, N.S. ....	143 9	32 2	13 0	449	J. H. Zwicker, Mahone Bay, N.S.
103,373	Aberdeen.....	Winnipeg .....	Barge—Chd .....	1888	Moorehead, Minn.. U.S.A	119 0	26 9	5 5	150	The Northwest Nav. Co., Ltd., Winnipeg, Man.
92,625	Acacia .....	Liverpool .....	Schr—Glt .....	1887	Conquerall, N.S. ....	80 6	24 7	9 5	99	A. Publicover, et al., New Dublin, N.S.
83,313	Acacia .....	Port Medway.....	Bgtn—Bkgt.....	1884	Port Medway, N.S. ....	98 4	25 6	10 1	186	B. H. Hammett, Boston, Mass., U.S.A.
.....	Acacia .....	Kingston.....	Schr—Glt .....	1871	Smith's Falls, Ont .....	102 3	20 4	9 4	188	C. C. Simmons, Kingston, Ont.
112,126	Acadia.....	Lunenburg .....	" .....	1903	Lunenburg, N.S. ....	90 4	24 3	9 3	91	Alexander Knickle, et al., Lunenburg, N.S.
72,942	Acadia.....	Montreal .....	Barge—Chd .....	1875	Quebec, Que. ....	150 0	26 5	11 5	375	Montreal Transportation Co., Ltd., Montreal, Que.
83,431	Acadian .....	Weymouth .....	Schr—Glt .....	1886	Meteghan River, N.S...	54 5	17 5	7 0	32	A. H. Comeau, Meteghan River, N.S.
80,861	Acme .....	Amherst, N.S. ....	" .....	1880	Wallace, N.S. ....	71 0	19 9	7 5	59	John W. Morris, Wallace, N.S.
116,517	Acme .....	Lunenburg .....	" .....	1904	Lunenburg, N.S. ....	89 4	24 6	9 2	91	Wm. C. Smith, M.O., Lunenburg, N.S.
122,301	Active .....	Lunenburg .....	" .....	1907	Lunenburg, N.S. ....	53 8	16 4	7 6	35	Frank Young, Pleasant Harb'our, N.S.
90,464	Active.....	Maitland .....	" .....	1884	Great Village, N.S. ....	35 0	10 9	4 6	12	Joseph Hiltz, Pembroke, N.S.
103,834	Active.....	Quebec .....	" .....	1896	St. John, I. Orleans, Que.	38 8	12 6	4 7	13	Zepherin Asselin, St. Famille, Que.



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5,710 Active.....	Wallaceburg .....	Barge—Chd .....	1887 Wallaceburg, Ont.....	84 4	23 0	5 0	64 J. McCallum, Wallaceburg, Ont.
59,255 Ada.....	Chatham, N.B.....	Schr—Glt .....	{ 1896 } Cambridge, N.B. ....	73 2	24 9	6 7	72 J. B. Snowball Co., Ltd., Chatham, N.B.
92,748 Ada.....	Sackville .....	" .....	{ 1890 } Port Elgin, N.B. ....	72 0	24 2	8 9	78 S. Trenholm, Pictou Landing, N.S.
92,517 Ada.....	St. Andrews .....	" .....	1896 Campo Bello, N.B. ....	26 0	11 0	5 0	10 A. R. Philips, Campo Bello, N.B.
*80,045 Ada.....	Victoria.. ..	" .....	1888 St. John, N.B.....	72 5	25 4	7 3	91 Jos. Boscowitz, Victoria, B.C.
88,881 Ada L .....	Windsor, N.S.....	" .....	1884 Walton, N.S.....	46 4	16 5	6 9	31 David C. Hunter, Walton, N.S.
90,737 Ada Louise .....	Port Hawkesbury .....	" .....	1888 Port Hawkesbury, N.S.....	60 5	19 9	7 2	57 Margaret Embree, Port Hawkesbury, N.S.
83,086 Ada M. ....	" .....	" .....	1882 " .....	40 0	14 0	6 0	20 Wm. Burke, River Bourgeois, N.S.
+107,961 Ada Mildred.....	Pictou, N.S.....	" .....	1900 Lunenburg, N.S.....	92 4	24 4	9 6	99 Scotia Lumber & Shipping Co., Ltd., Sherbrooke, N.S.
116,900 Ada & Pearl .....	Yarmouth .....	Sloop.....	1904 Acadia, N.S. ....	34 0	12 0	6 2	13 J. T. Duncan, Clarks Harbour, N.S.
107,476 Addie B. ....	Digby .....	" .....	1900 Westport, N.S.....	36 0	13 3	6 0	13 Charles Bailey, Westport, N.S.
103,124 Addie B. ....	St. Andrews .....	" .....	1893 " .....	29 0	11 0	5 9	13 John Mulholland, Campo Bello, N.B.
121,932 Addie M. ....	Halifax .....	Schr—Glt .....	1905 West Dover, N.S.....	39 2	11 3	5 0	11 Isaac Morash, West Dover, N.S.
121,898 Addie & Beatrice .....	Shelburne .....	" .....	1906 Shelburne, N.S.....	113 0	29 0	11 0	197 John G. Porter, Kingstown, St. Vincent, B.W.I.
116,803 Adel. ....	Sorel .....	Barge—Chd .....	1905 Sorel, Que.....	73 5	18 6	4 4	43 A. C. Trempe, Sorel, Que.
116,526 Adelaide .....	Lunenburg .....	Schr—Glt .....	1905 Lunenburg, N.S.....	38 5	11 7	5 5	13 J. F. Gray, Pennant, N.S.
100,714 Adèle .....	Montreal .....	Barge—Chd .....	1893 Yamaska, Que.....	127 3	28 5	10 8	297 Adolf Lomer, Montreal, Que.
72,099 Adeline .....	Chatham, N.B.....	" .....	1876 Shippegan, N.B.....	35 0	11 2	4 6	12 Patrick D. Blanchard, Caraquet, N.B.
36,608 Adeline .....	Liverpool .....	" .....	1859 Parrsboro', N.S.....	65 3	19 8	8 3	63 A. P. Milla, Summerside, P.E.I.
103,009 Adeline Gladys.....	Chatham, N.B. ....	" .....	1890 Caraquet, N.B.....	35 5	12 6	5 0	12 John Young, Tracadie, N.B.
100,350 Adella .....	Maitland .....	" .....	1893 Minasville, N.S.....	63 8	20 3	8 1	99 Daniel Henderson, Minasville, N.S.
103,370 Adjutor .....	Quebec .....	Sloop .....	1895 Trois Saumons, Que. ....	60 6	20 5	5 4	41 C. Methot, Trois Saumons, Que.
116,965 Admiral Togo .....	St. Andrews .....	" .....	1905 Grand Manan, N.B. ....	27 8	12 0	5 9	12 William and Walter Benson, Grand Manan, N.B.
111,999 Adonis .....	Windsor, N.S. ....	Schr—Glt .....	1903 Bridgetown, N.S.....	150 0	32 0	11 3	316 The Adonis Co., Ltd., Wolfville, N.S.

\* Formerly "Ariel." † Formerly "Monitor."

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121,876	Adoriam.....	Yarmouth.....	Sloop.....	1906	Plymouth, N.S.....	36 0	12 0	7 0	15	Armand G. LeBlanc M.O., Plymouth, N.S.
122,308	Adriatic.....	Lunenburg.....	Schr—Glt.....	1907	Bridgewater, N.S.....	96 0	26 8	10 0	99	Joshua Oakes, M.O., Bridgewater, N.S.
80,869	Adrienne.....	Amherst, N.S.....	".....	1883	South Boston, Mass.....	73 8	18 2	9 0	51	David W. Robb, Amherst, N.S.
112,060	Advance.....	Windsor, N.S.....	Schr—Glt.....	1902	Canning, N.S.....	150 0	31 8	10 7	295	The Advance Co., Ltd., Wolfville, N.S.
112,321	Advent.....	".....	".....	1902	Parrsboro', N.S.....	127 3	52 4	10 3	256	The Advent Co., Ltd., Wolfville, N.S.
61,989	Adventure.....	Port Hawkesbury.....	".....	1871	Wallace, N.S.....	60 0	21 1	7 7	54	Duncan McDonald, Port Hood, N.S.
111,514	Æolus.....	St. John, N.B.....	Sloop.....	1899	St. John, N.B.....	27 6	8 1	3 2	4	Arthur C. Fairweather, Rothesay, N.B.
122,132	Aerolite.....	Yarmouth.....	".....	1906	Cape Island, N.S.....	36 0	13 0	6 6	16	James J. Duncan, Cape Island, N.S.
92,730	Aggie.....	Toronto.....	Sloop.....	1887	Oakville, Ont.....	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.
36,996	Agile.....	Halifax.....	Schr—Glt.....	1861	Lunenburg, N.S.....	54 6	16 4	6 9	27	James A. Coolen, East Dover, N.S.
36,146	Agility.....	Arichat.....	".....	1858	Port Medway, N.S.....	75 6	21 8	8 2	72	Isidore Porrier, West Arichat, N.S.
112,036	Aglaée.....	Quebec.....	".....	1902	Grandes Bergeronnes, Que.	54 9	16 2	5 8	37	Cyrille Levesque, Green Island, Que.
112,376	Agnes.....	Arichat.....	".....	1902	Scatterie Island, N.S.....	39 5	10 7	6 1	15	Pak. Waddin, Scatterie Island, N.S.
85,660	Agnes.....	Halifax.....	".....	1877	Chezetcook, N.S.....	34 0	12 7	5 1	11	Jacob Lapierre, Chezetcook, N.S.

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121,700	Agnes, E.	Yarmouth	Sloop	1904 Cape Island, N.S.	31 0	11 8	6 0	10	Wm Macdonald, Canso, N.S.
116,492	Agnes G. Donahoe	Lunenburg	Schr—Glt	1903 Lunenburg, N.S.	96 8	24 8	10 0	99	Sprott Balcom, <i>et al.</i> , Victoria, R.C.
78,046	Agnes Hudson	Richibucto	"	1880 Richibucto, N.B.	34 8	12 6	4 2	9	R. T. Holman, Summerside, P.E.I.
116,808	Agnes M.	Yarmouth	Sloop	1905 Tusket Wedge, N.S.	37 0	11 6	6 5	11	I. Doucette, M. O., Tusket Wedge, N.S.
111,641	Aguadilla	Lunenburg	Schr—Glt	1901 Lunenburg, N.S.	94 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.
90,533	Aid	Prescott	Barge—Chd	1885 Montreal, Que.	153 2	24 4	11 7	368	Treffle Rondeau, Lanoraie, Que.
85,511	Aileen	Toronto	Sloop	1882 Toronto, Ont.	65 0	11 8	8 3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko	Victoria	Schr—Glt	1891 Yokohama, Japan	75 5	21 8	7 7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
64,970	Alabama	Quebec	Barge—Chd	1871 Grande Bay, Saguenay, Que.	100 2	21 6	8 5	151	John Torrance, Montreal, Que.
111,528	Alart	Digby	Sloop	1901 Cape St. Mary's, N.S.	35 0	11 0	4 2	11	Stephen A. Doucette, <i>et al.</i> , Cape St. Mary's, N.S.
117,096	Alaska	Arichat	Schr—Glt	1906 Sampsonville, N.S.	34 5	11 3	4 9	10	Angus Morrison, Glace Bay, N.S.
77,897	Alaska	Sackville	"	1884 Sackville, N.B.	94 0	29 9	8 5	118	J. N. Pugeley, Parraboro', N.S.
64,512	Alba	Arichat	"	1871 St. John, N.B.	87 4	26 3	9 4	157	John W. Hayes, Holbrook, G.B.
100,243	Alba	Halifax	Sloop	1894 Shelburne, N.S.	36 5	9 3	3 8	5	James Fraser, Halifax, N.S.
85,974	Alba	St. John, N.B.	Schr—Glt	1882 Waterborough, N.B.	83 4	27 0	7 2	92	Robert Newcombe, Parraboro', N.S.
112,341	Albani	Liverpool	"	1902 Liverpool, N.S.	126 0	29 9	11 0	249	Francis Davidson, <i>et al.</i> , Bridgewater, N.S.
85,777	Albani	Montreal	Sloop	1883 Yamaoka, Que.	107 5	22 6	7 4	159	H. F. Cumming, Cornwall, Ont.
122,392	Albata	Lunenburg	Schr—Glt	1907 Lunenburg, N.S.	46 8	13 5	6 8	20	Henry Weinant and Creighton Young, Indian Harbour, N.S.
103,081	Albatross	Chatham, N.B.	"	1894 Shippegan, N.B.	35 3	12 3	5 1	13	T. Ahier, Shippegan, N.B.
100,846	Albatross	Lunenburg	"	1894 Mahone Bay, N.S.	44 4	15 7	6 4	26	J. Arsenault, Little Bras d'Or, N.S., and John Pym, North Sydney, N.S.
75,633	Albatross	St. Catharines	"	1871 Port Dalhousie, Ont.	136 0	26 3	11 9	317	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
92,371	Albatross	St. John, N.B.	"	1881 Greenwich, N.B.	60 3	19 2	5 2	45	F. E. Walton, Greenwich, N.B.
103,873	Albert	Montreal	Barge—Chd	1897 Yamaoka, Que.	109 4	23 1	7 1	147	H. E. Larkin and A. Sangster, Iroquois, Ont.
112,000	Albert D. Mills	Annapolis Royal	Schr—Glt	1902 Meteghan River, N.S.	139 5	32 0	11 7	326	F. W. Pickels, M.O., Annapolis Royal, N.S.
100,378	Albert P.	Sydney	"	1892 New Harris, N.S.	69 5	19 8	7 1	60	Peter Porrier, West Arichat, N.S.

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112,156	Albert W.	Chatham, N.B.	Schr—Glt	1902	Miscoon Head, N.B.	33 6	12 9	4 9	10	W. S. Loggie Co., Ltd., Chatham, N.B.
100,586	Alberta.	Montreal	Barge—Chd	1892	Yamaska, Que.	136 2	27 4	11 2	262	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta.	"	"	1891	Kingston, Ont.	163 5	23 2	10 2	314	Montreal Transportation Co., Ltd., Montreal, Que.
107,381	Alberta.	Ottawa	Scow—Chd	1898	Ottawa, Ont.	40 5	12 2	2 0	6	Jas. Cunningham Wright, Hull, Que.
107,644	Albertha.	Lunenburg	Schr—Glt	1899	La Have, N.S.	86 9	24 2	9 5	94	T. J. Clarke, Halifax, N.S.
64,227	Alberton	Halifax.	"	1866	Cascumpec, P.E.I.	53 7	16 5	6 4	30	Michael Wella, Guysboro', N.S.
94,625	Albion.	Ottawa	Barge—Chd	1888	Rockland, Ont.	110 0	22 8	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,266	Albys.	Montreal	Sloop	1902	Pierreville, Que.	162 3	23 0	7 2	123	Edmond Lizotte, St. Thomas de Pierreville, Que.
107,657	Alcesa.	Port Medway.	Schr—Glt	1899	Lunenburg, N.S.	97 7	25 4	9 6	99	William Parnell, Port Medway, N.S.
74,284	Alés	Quebec	Barge—Chd	1875	Yamaska, Que.	93 8	22 0	6 1	90	E. Paul, Sorel, Que.
103,968	Alcide	Montreal	Sloop	1897	Pierreville, Que.	82 2	19 0	5 1	65	Leopold Beauchemin, Notre Dame de Pierreville, Que.
116,235	Aleyone.	Digby.	Schr—Glt	1904	Shelburne, N.S.	73 0	19 2	8 0	52	Howard Anderson, M. O., Digby N.S.
112,287	Alda.	Digby.	"	1902	Apple River, N.S.	27 0	10 5	6 0	11	H. B. McCormac, Short Beach, N.B.
112,116	Aldine.	Lunenburg	"	1903	La Have, N.S.	92 9	24 5	9 4	99	Albert V. Conrad, La Have, N.S.

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88,695	Aldine	St. Andrews	Schr—Glt	1884	Belliveau's Cove, N.S.	131 0	29 5	12 8	299	Wm. A. Carson, et al., N.B.	St. Andrews,
90,786	Alert	Port Hawkesbury	"	1879	Little Harbour, N.S.	31 6	12 3	4 7	11	Wm. A. Keating, N.S.	Port Mulgrave,
122,243	Alert	St. Andrews	"	1860	Georgetown, N.B.	47 5	15 8	6 9	18	David J. Spear, N.B.	Penfield, N.B.
94,823	Alert	Weymouth	"	1889	Gilbert Cove, N.S.	108 0	26 8	12 0	229	G. J. Howatson, U.S.A.	New York, N.Y.,
80,640	Alert	Yarmouth	"	1877	Chebogue, N.S.	31 5	11 0	4 2	8	Benj. Davis, N.S.	Yarmouth, N.S.
.....	Alexander	St. Catharines	"	1857	Port Dalhousie, Ont.	134 0	23 0	11 0	351	Bryce Muir, N.S.	Port Dalhousie, Ont.
74,046	Alexander	Sydney	"	1877	Little Narrows, N.S.	75 2	22 3	8 3	78	John Cameron, N.B.	Rexton, N.B.
*72,671	Alexander	Victoria	"	1876	Port Essington, B.C.	170 0	27 2	12 5	189	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.	
79,920	Alexander Black	Dorchester	Bk—Bq	1891	Harvey, N.B.	165 8	34 9	13 3	575	Wm. A. Black, N.B.	Dorchester, N.B.
124,486	Alexander McLaurin	Quebec	Barge—Chd	1907	St. Alexis, Que.	108 0	22 5	7 8	162	John C. Kaine, Que.	Quebec, Que.
116,748	Alexander R.	Halifax	Schr—Glt	1905	Liscomb, N.S.	71 2	19 8	9 0	75	James A. Farquhar, N.S.	Halifax, N.S.
112,107	Alexandra	Lunenburg	"	1903	Lunenburg, N.S.	93 2	24 4	9 6	93	Freeman Anderson, N.S.	Lunenburg, N.S.
122,606	Alexandra	Vancouver	Sloop	1907	Vancouver, B.C.	38 1	8 2	4 9	7	Richard H. Alexander, B.C.	Vancouver,
107,608	Alexandra	Weymouth	Schr—Glt	1901	Weymouth Bridge, N.S.	105 0	27 8	9 8	178	Thomas C. Rice, N.S.	Weymouth Bridge,
.....	Alexina	Montreal	Barge—Chd	1873	Lachine, Que.	85 2	22 0	7 0	97	G. Mattayez, Que.	Lachine, Que.
83,238	Alfred	Weymouth	Schr—Glt	1883	Granville, N.S.	47 4	16 3	6 5	29	Peter Belliveau, N.S.	Belliveau's Cove, N.S.
103,943	Alfred	Montreal	Sloop	1895	Yamaska, Que.	125 4	26 4	10 8	266	Edwardburgh Starch Co., Ltd., Montreal, Que.	
80,694	Alfred	"	"	1881	"	110 0	22 3	7 7	165	R. Bickerdike and R. Irouside, Mont- real, Que.	
77,577	Alfred Demers	"	Sloop	1878	Three Rivers, Que.	105 0	23 5	7 6	131	The Minister of Public Works, Ottawa, Ont.	
94,878	Alfred R. Davison	"	Barge—Chd	1885	Whitehall, N.Y., U.S.A.	97 4	17 6	7 0	99	Amedee Mallette, Que.	Rigaud, Que.
122,086	Alfreda	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	11 0	6 0	11	Peter Nickerson, N.S.	Cape Island, N.S.
100,489	Algoma	Lunenburg	Schr—Glt	1892	Dublin Shore, N.S.	62 6	20 8	8 1	56	W. J. Publicover, et al., N.S.	Dublin Shore, N.S.
125,987	Algonquin	Montreal	Dr'ge—Drague	1894 1907	Point Levis, Que. Montreal, Que.	90 8	36 6	6 9	335	Hector M. Connolly, N.S.	Montreal, Que.
111,647	Alhambra	Lunenburg	Schr—Glt	1901	Malone Bay, N.S.	88 2	24 5	9 6	90	Thomas Hamm, N.S.	Lunenburg, N.S.
77,649	Alice	Amherst, N.S.	"	1879	Parrsboro' N.S.	37 0	11 5	4 4	8	W. B. Manning, N.S.	Parrsboro', N.S.

\* Formerly a steamer.

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71,302	Alice	Charlottetown	Schr—Glt	1881	Rexton, N.B.	37 0	12 0	4 7	10	Alex. McArthur, Lot 14, P.E.I.
100,984	Alice	Chatham, N.B.	"	1888	Caraquet, N.B.	35 0	12 5	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O. Caraquet, N.B.
111,843	Alice	"	"	1901	Shippegan, N. B.	73 2	18 4	8 8	66	Wm. Fanning & Co., Ltd., Jersey.
122,057	Alice	"	"	1907	Shippegan Island, N.B.	37 2	13 2	11 3	15	Sévère Dugué, Shippegan, N.B.
90,866	Alice	Halifax	"	1885	La Have, N.S.	36 0	11 4	4 4	12	James Hemlow, jr., Liscomb, N.S.
108,206	Alice	Liverpool	"	1896	Port Mouton, N.S.	56 5	18 7	7 6	42	J. E. Whitford, et al., Chester, N.S.
100,712	Alice	Montreal	Sloop	1893	Yamaska, Que.	109 6	22 9	9 6	186	Adolf Lomer, Montreal, Que.
92,776	Alice	New Westminster	"		Mud Bay, B.C.	32 6	10 5	3 0	9	Donald Urquhart, Vancouver, B.C.
108,440	Alice	Ottawa	Barge—Chd	1890	Buckingham, Que.	65 4	14 9	3 4	80	O. M. Harris, Buckingham, Que.
100,382	Alice	Sydney	Schr—Glt		Burgo, Nfld.	37 6	12 0	5 3	10	Wm. Hunt, Sydney, N.S.
100,567	Alice	"	"	1892	Lunenburg, N.S.	120 7	25 8	12 9	248	Dominion Coal Co., Ltd., Montreal, Que.
75,612	Alice	Yarmouth	"	1877	Shelburne, N.S.	43 0	15 7	6 8	17	J. J. Duffy, Saultneville, N.S.
107,313	Alice A.	Halifax	"	1899	Grand Desert, N.S.	42 0	13 5	5 8	16	W. McPherson, Pope's Harbour, N.S.
74,065	Alice Butt	"	"	1876	Bay St. George, Nfld.	50 0	18 3	7 6	40	Nathaniel Butt, Bay St. George, Nfld.

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85,375	Alice E. L.	Halifax	Schr—Glt	1882 Moser's River, N.S.	63 4	20 9	7 7	59	James T. Thomson, Halifax, N.S.
111,738	Alice Gertrude	Lunenburg	"	1902 La Have, N.S.	83 4	22 3	9 4	81	The Canada Sealing Co. Ltd., Halifax, N.S.
107,992	Alice J. Davis	Canso	"	1899 Canso, N.S.	44 0	14 8	7 1	20	Edward Hearn, Canso, N.S.
116,657	Alice M.	Yarmouth	"	1904 Palnico, N.S.	52 0	16 6	7 5	26	Rémi Boudrot, Petite de Grat, N.S.
121,801	Alice M. Atwood	Yarmouth	Sloop	1904 Clarke's Harbour, N.S.	30 0	10 6	6 0	10	D.A. Atwood, Clarke's Harbour, N.S.
103,279	Alice Maud	Chatham, N.B.	Schr—Glt	1895 Caraquet, N.B.	38 0	12 0	4 4	10	Fabien Arsenault, Tignish, P.E.I.
64,550	Alice Maud	St. John, N.B.	"	1871 St. John, N.B.	43 0	16 4	5 4	25	Wm. Langwith, Minudie, N.S.
98,935	Alice Maud	"	"	1890 Greenwich, N.B.	86 0	27 9	7 5	120	F. C. Beateay, et al., St. John, N.B.
92,487	Alice Maude	Windsor, N.S.	"	1884 Grand Maun, N.B.	32 0	11 0	6 0	12	John F. Paul, Hall's Harbour, N.S.
88,456	Alice May	Arichat	"	1888 Port Hawkesbury, N.S.	54 1	18 6	6 7	39	Wm. LeVesconte, Descouse, N.S.
88,270	Alice May	St. John, N.B.	"	1884 Musquash, N.B.	35 3	12 5	5 0	10	Isaac H. Northup, St. John, N.B.
*90,660	Alice May	Yarmouth	"	..... Vinalhaven, Me., U.S.A.	46 5	15 4	5 7	18	Chas. Teed, Freeport, N.S.
.....	Alice Percy	Montreal	Barge—Chd	1871 Montreal, Que.	115 8	25 0	9 2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Phoebe	Charlottetown	Schr—Glt	1886 Ship Harbour, N.S.	62 0	20 5	9 4	71	Thomas Kickham, Souris, P.E.I.
77,725	Alice and Nellie	Digby	"	1878 Freeport, N.S.	50 6	17 3	6 2	30	A. T. Thurber, et al., Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	"	1894 Cambridge, N.S.	27 9	9 4	3 4	4	S. J. Smith, jr., Cheverie, N.S.
97,194	Alida	Chatham, N.B.	"	1891 Shippegan, N.B.	37 5	12 2	4 6	12	L. Paulin, Shippegan, N.B.
100,857	Alix	Quebec	"	1893 Montmagny, Que.	32 8	12 8	5 6	13	J. A. Martin, Rimouski, Que.
103,731	Alkaline	Parrsboro'	Bk—Bq	1897 Parrsboro', N.S.	173 6	37 1	17 2	626	Alex. Harrison, Philadelphia, Pa., U.S.A.
74,410	Alliance	Chatham, N.B.	Bgtu—Bkgt.	1877 Shippegan, N.B.	90 0	19 5	11 4	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance	Chatham, Ont.	Schr—Glt	1867 Port Dover, Ont.	47 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance	Liverpool	"	1858 Petite Rivière, N.S.	56 2	17 9	7 5	40	C. H. Innes, Liverpool, N.S.
103,478	Allie I. Alger	Victoria	"	1886 Seattle, Wash., U.S.A.	76 0	25 0	8 5	75	John Kingsman, Victoria, B.C.
112,331	Allumet	Ottawa	Scow—Chd	1902 Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
103,769	Alma	Chatham, N.B.	Schr—Glt	1894 Caraquet, N.B.	34 5	12 0	4 4	11	John B. Sirois, Caraquet, N.B.

\* Foreign name "P. &amp; B. Crowell."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
112,162	Alma	Chatham, N.B.	Schr—Glt	1893	Lameque, N.B.	38 0	13 0	5 6	12	Agapit Duguay, Lameque, N.B.
92,554	Alma	Montreal	Sloop	1881	Sorel, Que.	85 3	19 6	4 1	47	J. Daneau, St. François du Lac, Que.
85,755	Alma	Quebec	Schr—Glt	1882	St. Jean Port Joli, Que.	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption de Macnider, Que.
73,038	Alma	"	Barge—Chd	1866	Batiséan, Que.	71 5	20 0	5 1	48	P. Carrier, Boucherville, Chambly Co., Que.
107,221	Alma	Quebec	Sloop	1897	St. Siméon, Que.	34 4	13 0	4 2	11	Henri Simard, St. Andre de Kamouraska, Que.
107,550	Alma	St. John, N.B.	Schr—Glt	1898	Cambridge, N.B.	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
107,387	Alma	Sydney	"	1898	Aspy Bay, N.S.	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma H	Quebec	"	1898	Ship Harbour, N.S.	53 8	16 4	6 8	32	A. H. Simard, St. Paul's Bay, Que.
85,404	Alma L. Gertie	Magdalen Islands	"	1906	Grindstone, Que.	63 3	18 9	7 6	43	Azade Arseneau, Grindstone, M. I., Que.
112,105	Alma Nelson	Lunenburg	"	1902	Lunenburg, N.S.	94 6	25 0	10 0	99	David Backman, et al., Lunenburg, N.S.
43,198	Almanda	Quebec	"	1864	St. Thomas, Que.	74 0	24 8	9 1	98	Jos. Bergeron, Les Eboulements, Que.
74,268	Almanda	"	"	1876	Cap St. Ignace, Que.	60 5	19 0	6 6	41	J. Bouchard, Malbaie, Que.
103,763	Alouette	Chatham, N.B.	"	1896	Carraquet, N.B.	36 0	11 6	4 8	10	Thos. Ahier, Shippegan, N.B.
83,668	Alph. B. Parker	Digby	"	{ 1895 1896 1903	{ Tacket Wedge, N.S. Belliveau's Cove, N.S. }	67 0	19 1	6 7	46	Raymond J. Daveau, Mavillette, N.S.



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100,364	Alphonse Pierre	Quebec	Schr—Glt	1891 Bon Desir, Que.	52 6	17 0	5 8	29	Henri St. Gelois, Mille Vaches, Que.
122,133	Alter C.	Yarmouth	Sloop.	1906 Clyde, N.S.	30 0	10 6	6 0	10	John Y. Smith, Port La Tour, N.S.
100,617	Altona.	Shelburne	Schr—Glt	1894 Sable River, N.S.	47 1	16 2	7 2	28	Austin Swanaburg, <i>et al.</i> , Little Harbour, N.S.
122,149	Alva.	Yarmouth	Sloop.	1907 Clyde, N.S.	31 0	11 0	6 3	11	George H. Lyle, Port La Tour, N.S.
94,842	Alzora.	Windsor, Ont.	Scow—Chd.	1890 Belle River Ont.	65 0	18 0	3 8	43	Louis Thibert, Belle River, Ont.
116,217	Amable.	Quebec	Sloop.	1901 Montmagny, Que.	53 6	20 8	5 0	33	Amable Fournier, Montmagny, Que.
107,344	Amanda.	Yarmouth	Schr—Glt	1901 Pubnico, N.S.	41 0	12 4	5 0	15	Joseph R. Amiro, Pubnico, N.S.
92,374	Amanda S.	St. John, N.B.	"	1887 Rexton, N.B.	64 3	17 9	4 8	24	W. C. Derry, Dover, N.B.
74,270	Amarilda.	Quebec	Schr—Glt	1876 Ste. Lucie, Que.	45 9	14 9	5 8	24	C. Verina, St. Michel de Bellechasse, Que.
100,810	Amateur.	Victoria	"	1892 Seattle, Wash., U.S.A.	43 5	15 3	5 9	18	C. Gibson, Nitinat, B.C.
83,176	Amazon.	Lunenburg	"	1882 Lunenburg, N.S.	70 6	23 3	8 5	73	M. V. Girouard and T. T. Leblanc, Buctouche, N.B.
112,101	Ambition	"	"	1902 La Have, N.S.	96 8	26 0	10 2	100	A. Himmelmann, <i>et al.</i> , La Have, N.S.
97,196	Amelia.	Montreal	Sloop	1890 Yamaska, Que.	104 3	22 9	7 1	108	O. Desrosiers, Yamaska, Que.
107,311	America.	Halifax	Schr—Glt	1898 Shelburne, N.S.	75 0	20 5	9 4	57	James Hanrahan, Ferguson's Cove, N.S.
107,307	America.	St. John, N.B.	Sloop.	1896 Grand Manan, N.B.	40 6	13 7	5 4	16	Reuben Thurber, Freeport, N.S.
94,892	Americo.	New Westminster.	Schr—Glt	1887 Nanaimo, B.C.	48 0	14 3	3 3	32	Bernard Buck, Vancouver, B.C.
122,579	Anerite	Yarmouth	Sloop	1907 Stoney Island, N.S.	34 0	12 5	7 0	12	Frederick Swin., M.O., Deep Cove, N.S.
59,372	Ance M. Holt.	Digby.	Schr—Glt	1876 St. Patrick, N.B.	53 0	19 3	6 0	33	David R. Graves, Granville, N.S.
*90,432	Ancenis.	Yarmouth.	Ship.	1892 Greenock, G.B.	257 0	39 0	22 7	1700	The Ship Ancenis Co., Ltd., Liverpool, G.B.
103,071	Anglesca.	Chatham, N.B.	Schr—Glt	1893 Caraquet, N.B.	36 2	13 4	5 1	12	H. LeBouthillier, Caraquet, N.B.
71,213	Anglo-Saxon.	Sarnia.	"	1864 Port Dalhousie, Ont.	133 8	26 0	11 3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107,706	Anglo-Saxon.	Toronto	House boat.	1898 Penetanguishene, Ont.	58 0	22 0	3 0	180	David Davidson, Penetanguishene, Ont.
85,482	Angola.	Liverpool	Schr—Glt	1883 Jordan River, N.S.	82 4	22 2	8 7	94	Chas. Brister, Halifax, N.S.
116,522	Anita.	Lunenburg	"	1905 Lunenburg, N.S.	48 6	13 5	6 1	16	Wm. F. Smith and John Himmelman, Rosebay, N.S.
107,303	Anita	St. John, N.B.	Sloop	1896 St. Andrews, N.B.	32 6	12 0	5 0	10	Isaac Treecartin, Grand Manan, N.B.

\* Formerly "Lillian L. Robbins."

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122,093	Anita.....	Yarmouth.....	Sloop.....	1905	Surette's Island, N.S....	30 0	11 0	6 0	11	Agustin Bourque, Tusket, N.S.
52,032	Anna.....	Annapolis Royal.....	Schr—Glt.....	1865	Wilmot, N.S....	74 8	24 4	8 9	88	J. Brown, Port George, N.S.
92,419	Anna.....	Chatham, N.B.....	".....	1899	Shippegan, N.B....	34 7	12 2	5 0	12	Dosithé Chiasson, Shippegan, N.B.
103,073	Anna.....	".....	".....	1892	".....	35 2	12 8	5 0	11	Luke Friolet, Chatham, N.B.
103,244	Anna.....	Montreal.....	Sloop.....	1890	Yamaska, Que....	98 0	21 4	5 6	76	Zotique LeBrun, St. Aime, Que.
69,579	Anna.....	Quebec.....	Schr—Glt.....	1865	Chicoutimi, Que....	40 5	13 5	5 5	18	Mrs. H. Brassard, Malbaie, Que.
103,857	Anna.....	".....	".....	1896	Grondines, Que....	103 2	24 6	8 8	138	T. Rivard, Grondines, Que.
100,137	Anna B.....	Winnipeg.....	Barge—Chd.....	1892	Kenora, Ont.....	43 2	22 2	5 1	14	Aniqu McKinnon, Kenora, Ont.
77,772	Anna E. Foster.....	Goderich.....	Schr—Glt.....	1877	Cheboygan, Mich., U.S.A.	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.
117,028	Anna F.....	Sydney.....	Sloop.....	1906	Ingonish, N.S....	37 0	12 4	6 3	14	J. Brewer and J. Hawley, Ingonish, N.S.
103,276	Anna Helen.....	Chatham, N.B.....	Schr—Gilt.....	1894	Tracadie, N.B....	38 5	12 9	5 0	12	Jos. Williston, Chatham, N.B.
80,083	Anna K.....	St. John, N.B.....	".....	1881	Greenwich, N.B....	40 4	13 3	5 8	14	George H. Gibson, Margareville, N.S.
103,453	Anna Maud.....	Aricat.....	".....	1892	Georgetown, P.E.I.	34 2	13 7	4 0	10	R. H. Munroe, Whitehaven, N.S.
112,146	Annandale.....	Kingston.....	House boat.....	1903	Rockport, Ont.....	62 6	22 2	1 2	76	Miss Violet Richardson, New York, N.Y., U.S.A.

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80,768	Anne Prudence	Quebec	Schr—Glt	1881	Cap St. Ignace, Que.	41 5	14 7	6 2	24	Joseph Tremblay, Chicoutimi, Que.
92,759	Annette	"	"	1889	Anse St. Jean, Que.	42 0	15 0	6 4	21	M. Blais, jr., Rivière Romaine, coast of Labrador.
57,260	Annie	Aricat.	"	1867	La Have, N.S.	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat, N.S.
75,888	Annie	Charlottetown.	"	1880	Pictou, N.S.	43 3	16 4	5 6	22	J. B. Sundby, Port Elgin, N.B.
72,061	Annie	Chatham, N.B.	Schr—Glt	1875	Richibucto, N.B.	41 3	13 8	4 7	13	John P. Brennan, Alberton, P.E.I.
71,106	Annie	Chatham, Ont.	"	1853	Swan Creek, U.S.A.	55 4	16 6	4 4	30	P. Demers and M. Thibau, Dover East, Ont.
103,507	Annie	Halifax	"	1894	Mahone Bay, N.S.	39 0	12 6	5 6	16	Joshua Hutt, M.O., Alberton, P.E.I.
122,027	Annie	Liverpool	"	1907	Liverpool, N.S.	115 0	28 3	10 9	193	Abram W. Hendry, Liverpool, N.S.
.....	Annie	Montreal	Barge—Chd	1869	Williamstown, Ont.	121 1	22 9	7 6	186	Ernest Templier, Montreal, Que.
94,887	Annie	New Westminster.	Sloop	1889	Vancouver, B.C.	31 0	10 0	5 0	9	Hudson's Bay Co., London, G.B.
80,886	Annie	St. Andrews	Schr—Glt	1881	St. Andrews, N.B.	08 0	18 1	6 2	41	James D. Ellis, Kingsport, N.S.
83,030	Annie	Wallaceburg	Barge—Chd	1883	Dresden, Ont.	96 0	24 0	4 7	70	Asa Ribble, Dresden, Ont.
92,659	Annie	Winnipeg	"	1889	Norman, Ont.	59 0	14 4	5 7	30	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
103,061	Annie	Yarmouth	Schr—Glt	1895	Salmon River, N.S.	77 6	25 0	6 5	71	Ben. Gullison, Salmon River, N.S.
112,388	Annie Amelia.	Sydney	"	1903	Ingonish, N.S.	40 5	12 5	6 4	13	Matthew Hawley, Ingonish, N.S.
111,422	Annie B.	Halifax	"	1901	Port Felix, N.S.	49 2	16 4	7 7	26	Benjamin Boudrot, Port Felix, N.S.
111,879	Annie B.	Yarmouth	Sloop	1902	Pubnico, N.S.	41 0	14 9	6 6	20	Theod. D'Entrement, Pubnico, N.S.
116,344	Annie B. M.	Aricat.	Schr—Glt	1903	L'Ardoise, N.S.	44 6	13 3	6 0	18	The Whitman Fish Co., Ltd., Canso, N.S.
103,027	Annie Blanche.	Parrsboro'	"	1895	Parrsboro', N.S.	68 7	22 3	7 1	68	R. E. Harria, Wolfville, N.S.
72,978	Annie Coggins	Digby	"	1876	Freeport, N.S.	67 7	18 0	8 4	22	Robert Redden, Windsor, N.S.
71,261	Annie Cuthbert	Cobourg	Sloop	1874	Cobourg, Ont.	55 4	17 4	7 2	36	Alex. Cuthbert, Cobourg, Ont.
80,627	Annie D.	Shelburne	Schr—Glt	1881	Pubnico, N.S.	72 8	23 0	7 9	71	Mrs. Margaret Olsen, Port Hawkesbury, N.S.
90,731	Annie E. Paint.	Victoria	"	1885	Port Hawkesbury, N.S.	77 0	24 1	9 2	82	Victoria Sealing Co., Ltd., Victoria, B.C.
90,487	Annie Eliza	Halifax	"	1880	Jeddore, N.S.	35 3	14 3	5 6	14	Arthur Day, Jeddore, N.S.
100,389	Annie F.	Sydney	"	1895	Main-a-Dieu, N.S.	37 4	13 0	5 2	13	John Farrell, Main-a-Dieu, N.S.

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75,827	Annie G.	Halifax.	Schr—Glt.	1878	Indian Harbour, N.S.	58 8	18 5	8 0	38	J. Rogers, Fortune, Nfld.
122,422	Annie G. W.	Halifax	"	1907	Sheet Harbour, N.S.	42 6	15 0	6 0	17	James Westhaver, Sheet Harbour, N.S.
85,931	Annie Gale.	St. John, N.B.	"	1882	Waterborough, N.B.	77 8	26 4	7 0	97	Stephen B. Kelly, River Hebert, N.S.
111,524	Annie Laurie.	Digby.	Sloop.	1900	Freeport, N.S.	28 2	11 0	5 5	10	Stephen Perry, Freeport, N.S.
61,505	Annie Louisa.	Halifax.	Schr—Glt.	1876	Jordan River, N.S.	56 6	20 0	7 5	40	Oscar O. Dauphinee, Marriott's Cove, N.S.
117,134	Annie Lue.	Yarmouth.	Sloop.	1904	Shelburne, N.S.	33 0	11 4	6 0	10	J. M. Crowell, M.O., Port La Tour, N.S.
112,021	Annie M.	Canso.	Schr—Glt.	1903	Queensport, N.S.	48 0	15 8	8 5	29	John O'Leary, Queensport, N.S.
107,766	Annie M.	Charlottetown.	"	1902	Mimisingash, P.E.I.	35 6	13 9	6 1	20	Henry Perry, Palmer Road, P.E.I.
100,960	Annie M.	Chatham, N.B.	"	1890	Shippegan, N.B.	36 2	12 3	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
107,069	Annie M.	St. John, N.B.	Sloop.	1897	St. John, N.B.	42 2	14 3	4 0	18	Edward McGuigan, jr., St. John, N.B.
111,737	Annie M. W.	Lunenburg.	Schr—Glt.	1902	LaHave, N.S.	90 4	24 3	9 3	98	Edgerton Ritcey, M.O., Riverport, N.S.
59,172	Annie McNairn.	Halifax.	"	1868	Buctouche, N.B.	128 6	30 7	12 8	368	Geo. E. Franklin, Halifax, N.S.
103,463	Annie May.	Arichat	"	1899	River Bourgeois, N.S.	39 4	13 4	4 9	11	John J. Langley, Sunnyside, N.S.
111,472	Annie May.	"	"	1900	Rockdale, N.S.	44 5	11 2	7 0	17	J. E. Jean and W. G. Jean, J.O., Arichat, N.S.

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111,526	Annie May	Digby	Schr—Glt	1900 Port Lorne, N.S.	28 0	11 3	5 8	11	David Sabans, Port Lorne, N.S.
121,933	Annie May	Halifax	"	1906 Spry Bay, N.S.	48 5	14 3	7 6	24	John A. Gerrard, M. O., Spry Bay, N.S.
88,413	Annie Minnes	Port Hope	"	{ 1887 } Portsmouth, Ont.	101 9	24 9	8 6	155	W. H. Braund, Port Hope, Ont.
100,512	Annie Pearl	Moncton	"	1881 } Parrsboro', N.S.	56 2	17 8	6 4	40	J. W. Y. Smith, Moncton, N.B.
90,495	Annie S.	Halifax	"	1892 Ship Harbour, N.S.	49 3	17 6	7 0	34	David A. Boudrot, Port Felix, N.S.
107,279	Annie Smith	Paspebiac	Bktn—Bkgt	1888 Liverpool, N.S.	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.
121,890	Annie Smith	Yarmouth	Sloop	1906 Clyde, N.S.	34 0	12 0	6 0	13	William L. Smith, Port LaTour, N.S.
90,622	Annie T. McKie	Charlottetown	Schr—Glt	1884 New London, P.E.I.	69 0	21 0	9 0	68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W.	Guysboro'	"	1883 Wine Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.
108,991	Annie & Lillie	St. Andrews	Sloop	1897 Grand Manan, N.B.	26 0	12 5	6 5	10	Joseph Ha t, Grand Manan, N.B.
90,655	Annina	Yarmouth	Schr—Glt	1886 Eel Brook, N.S.	40 4	13 0	4 3	12	Hilaire Bourque, Eel Brook, N.S.
...	Antelope	Hamilton	"	1854 Port Robinson, Ont.	106 5	19 7	9 7	180	Joseph Glass, Sarnia, Ont.
75,631	Antelope	Toronto	"	1873 Port Dalhousie, Ont.	138 6	26 3	11 4	334	Albert J. Foster and Amelia Ure, J.O., Toronto, Ont.
55,014	Antiope	Victoria	Bk—Bq	1866 Port Glasgow, G.B.	242 3	38 4	23 7	1380	Peter J. R. Matheson, Ladysmith, B.C.
38,498	Appoline	Arichat	Schr—Glt	1868 River Inhabitant, N.S.	51 8	18 9	8 1	40	C. D. Terrio, Arichat, N.S.
100,671	April	Vancouver	Scow—Chd	1888 Vancouver, B.C.	80 8	23 2	6 2	96	Gordon T. Legg, Vancouver, B.C.
92,474	Aquila	Charlottetown	Bgtn—Bkgt	1888 Georgetown, P.E.I.	92 8	24 6	10 7	150	John Grady, M. O., Summerside, P.E.I.
74,205	Arab	Montreal	Barge—Chd	1876 Montreal, Que.	123 9	26 9	7 5	204	D. Anderson, Montreal, Que.
100,987	Arabi	Chatham, N.B.	Schr—Glt	1890 Shippegan, N.B.	34 6	13 1	4 8	12	P. Rive, Caraquet, N.B.
117,750	Arabia	Lunenburg	"	1902 La Have, N.S.	84 5	23 2	9 9	80	David Heisler, Lunenburg, N.S.
121,652	Arabia	Yarmouth	Sloop	1904 Tusket Wedge, N.S.	83 0	10 6	6 0	10	Eloi J. Leblanc, M.O., Tusket Wedge, N.S.
...	Arabian	Montreal	Barge—Chd	1865 Yamaska, Que.	76 3	20 9	5 5	61	Narcisse Forcier, St. Aimé, Que.
38,355	Arbutus	Arichat	Schr—Glt	1852 Essex, Mass., U.S.A.	64 0	19 9	7 0	44	Saml. Lawrence, Margaree, N.S.
121,943	Arcade	Sorel	Sloop	1907 Pierreville, Que.	109 0	23 2	7 7	140	Agapit Daneau, Notre Dame de Pierreville, Que.
107,182	Arclight	Charlottetown	Schr—Glt	1898 Souris, P.E.I.	91 0	27 5	8 5	103	Jas. Poole, Channel, Nfld.

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.....	Arctic.....	St. Catharines .....	Schr—Glt .....	1858	Port Dalhousie, Ont.....	130 0	21 0	8 2	172	Catherine Sidley, Belleville, Ont.
100,612	Ardella.....	Shelburne .....	" .....	1892	Sand Point, N.S.....	27 6	12 0	5 6	10	Peter M. Crowe, Shelburne, N.S.
69,143	Arequipa.....	Arichat.....	" .....	1875	New Dublin, N.S. ....	51 5	17 5	7 0	36	Isidore Poirier, West Arichat, N.S.
96,739	Argeline.....	Chatham, N.B.....	" .....	1890	Caraquet, N.B.....	37 0	13 0	5 4	14	O. Gionet, Caraquet, N.B.
103,085	Argentina .....	" .....	" .....	1894	" .....	37 4	13 3	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
121,698	Argo.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	32 0	11 0	6 0	10	James S. Gray, Yarmouth, N.S.
94,778	Argosy.....	Lunenburg.....	Schr—Glt .....	1888	Lunenburg, N.S.....	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N.S.
83,478	Argyle.....	St. Andrews.....	" .....	1880	Argyle, N.S.....	34 4	11 0	5 0	10	Andrew McGee, St. George, N.B.
111,762	Ariadne .....	Kingston.....	" .....	1901	Amherst Island, Ont.....	57 6	14 5	4 0	23	E. Wolfe and R. T. Loughlin, Wolfe Island, Ont.
103,647	Ariadne.....	" .....	" .....	1891	Cape Vincent, N.Y., U.S.A.	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
112,102	Ariadne.....	St. John, N.B.....	" .....	1902	Petite Rivière, N.S.....	63 4	19 1	7 4	48	Holland D. Outhouse, Tiverton, N.S.
103,487	Ariadne.....	Victoria .....	Yawl—Yoie .....	1896	Esquimaux, B.C. ....	46 8	15 2	7 0	23	T. E. Williams, Gloucestershire, G.B.
107,078	Ariel.....	St. John, N.B.....	Sloop .....	1894	Rothsay, N.B.....	27 0	10 8	4 4	7	R. Matthews, St. John, N.B.
90,870	Arietta.....	" .....	" .....	1887	Lunenburg, N.S. ....	77 6	23 5	8 8	86	Victoria Sealing Co., Ltd., Victoria, B.C.

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88,313	Arinda.....	Quebec.....	Sloop.....	1885 St. Thomas, Que.....	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal, Que.
85,756	Aristile.....	".....	Schr—Glt.....	1883 Natashquan, Que.....	40 8	15 2	6 1	19	Louis St. Hilaire, Baie St. Paul, Que.
112,314	Aritus.....	St. Andrews.....	Sloop.....	1902 Campo Bello, N.B.....	34 5	13 0	7 8	16	Ralph Colson, Campo Bello, N.B.
83,307	Arizona.....	Liverpool.....	Schr—Glt.....	1883 Port Medway, N.S.....	84 0	25 0	9 8	99	Jas. N. Wyle, Port Medway, N.S.
71,080	Arizona.....	Yarmouth.....	".....	1876 Pubnico, N.S.....	81 9	22 6	8 8	85	L. D. D'Entrement, Pubnico, N.S.
72,937	Ark.....	St. Catharines.....	".....	1875 Port Dalhousie, Ont.....	175 6	35 6	10 4	521	The Montreal Lighterage Co., Ltd., Montreal, Que.
90,450	Ark.....	Winnipeg.....	Barge—Chd.....	1885 Kenora, Ont.....	45 0	14 0	2 9	48	Patrick Nestor, M.O., Kenora, Ont.
116,499	Arkansas.....	Lunenburg.....	Schr—Glt.....	1903 Lunenburg, N.S.....	99 6	26 0	10 0	98	Samuel Piercy, Grand Bank, Nfld.
100,587	Armand.....	Montreal.....	Barge—Chd.....	1892 Yamaska, Que.....	131 6	27 9	11 2	256	The Canadian Forwarding & Export Co. Ltd., Montreal, Que.
83,339	Armenia.....	Ottawa.....	".....	1881 Ottawa, Ont.....	110 3	22 2	7 6	142	T. H. Kirby and C. W. Bangs, J. O., Ottawa, Ont.
107,439	Arminta.....	St. Andrews.....	Sloop.....	1894 Digby, N.S.....	35 0	12 2	5 0	15	Judson L. Guptill, Grand Manan, N.B.
116,501	Arnold.....	Lunenburg.....	Schr—Glt.....	1904 La Have, N.S.....	94 6	25 0	10 0	99	Nathaniel Smith, M.O., Halifax, N.S.
107,913	Arnold B.....	St. Andrews.....	Sloop.....	1897 Church Point, N.S.....	29 0	11 3	4 6	10	Henry H. Cheney, Grand Manan, N.B.
121,685	Aroma S.....	Yarmouth.....	".....	1904 Pubnico, N.S.....	34 0	11 4	6 0	10	L. C. Amiro, M. O., Pubnico, N.S.
97,190	Arona.....	Windsor, N.S.....	Schr—Glt.....	1891 Newport, N.S.....	159 7	35 0	12 9	532	John D. Spurt, Deep Brook, N.S.
103,205	Aroostook.....	Lunenburg.....	".....	1880 Essex, Mass., U.S.A.....	75 0	22 0	7 9	67	J. W. McLachlan, et al., Lunenburg, N.S.
85,694	Arrow.....	Chatham, N.B.....	".....	1883 Bathurst, N.B.....	41 4	13 2	5 0	14	William Daly, Bathurst, N.B.
121,946	Arthur.....	Sorel.....	Barge—Chd.....	1907 Sorel, Que.....	109 0	22 8	9 6	193	J. L. B. Leclaire, Sorel, Que.
111,927	Arthur.....	Toronto.....	Schr—Glt.....	1873 Manitowoc, Wis., U.S.A.....	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
71,032	Arthur.....	Yarmouth.....	".....	1876 Meteghan, N.S.....	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
116,911	Arthur H. Wight.....	Lunenburg.....	".....	1904 Liverpool, N.S.....	103 0	25 5	9 5	99	The Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
107,844	Arthur Hannah.....	Toronto.....	".....	1899 Port Rowan, Ont.....	47 5	16 0	4 6	22	Caleb Hopkins, Port Credit, Ont.
85,299	Arthur P.....	Montreal.....	Barge—Chd.....	1882 Sorel, Que.....	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
*94,886	Asia.....	".....	".....	1889 Pierreville, Que.....	107 0	23 3	9 6	179	Dolphin Hamel, St. Thomas de Pierreville, Que.
107,436	Ashore.....	St. Andrews.....	Sloop.....	1899 Calais, Me., U.S.A.....	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.B.

\* Formerly "Montcalm."

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112,122	Atalaya .....	Lunenburg .....	Schr—Glt .....	1903	Lunenburg, N.S. ....	38 0	24 6	9 0	79	W. C. Smith & Co., Ltd., M. O., Lunenburg, N.S.
103,372	Athabaska .....	Winnipeg .....	Barge—Chd .....	1891	Athabaska Landing, Alta. ....	51 6	12 8	3 1	18	The Hudson's Bay Co., London, G.B.
103,734	Athelia .....	Parraboro' .....	Schr—Glt .....	1897	Moose River, N.S. ....	52 3	19 0	6 2	40	Mrs. Carrie A. Elliott, Economy, N.S.
121,395	Athleta .....	Shelburne .....	Sloop .....	1906	Shelburne, N.S. ....	38 0	13 0	5 7	13	John C. Cook, Grand Harbour, N.B.
103,495	Athlon .....	Lunenburg .....	Schr—Glt .....	1895	La Have, N.S. ....	87 5	23 6	9 4	99	Wm. H. Bennett, Bay St. George, Nfld.
100,107	Athol .....	Parraboro' .....	" .....	1891	Advocate, N.S. ....	73 6	24 4	6 5	70	Daniel Desmond, Parraboro', N.S.
*111,487	Atlantic .....	Quebec .....	Barge—Chd .....	1879	Philadelphia, U.S.A. ....	153 6	28 2	9 6	271	William Desrosiers, Lanoraie, Que.
77,601	Atlas .....	Lunenburg .....	Schr—Glt .....	1878	LaHave, N.S. ....	64 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
107,328	Atlas .....	Victoria .....	Barge—Chd .....	1882	Victoria, B.C. ....	115 5	23 0	9 2	176	Pacific Barge Co., Ltd., Victoria, B.C.
116,921	Atlin .....	" .....	" .....	1904	White Horse, Y.T. ....	58 0	18 0	4 0	34	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,996	Au revoir .....	St. Andrews .....	Sloop .....	1897	West Isles, N.B. ....	35 0	13 8	5 0	15	Fredk. S. Russell, Grand Manan, N.B.
83,433	Audacieux .....	Weymouth .....	Schr—Glt .....	1886	Meleghan River, N.S. ....	79 7	23 4	9 0	99	D. J. Melançon, Gilbert's Cove, N.S.
111,557	Audley R. ....	St. Andrews .....	Sloop .....	1894	West Isles, N.B. ....	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.

\*Formerly "Wanderer," and a steamer.



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121,685	Augusta.....	Yarmouth.....	Sloop.....	1904 Tusket Wedge, N.S.....	34 0	11 0	6 0	11	L. D. Boudreau, M.O., Tusket Wedge, N.S.
107,603	Augusta Evelyn.....	St. John, N.B.....	Schr—Glt.....	1900 Belliveau's Cove, N.S.....	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.B.
100,380	Auguste.....	Quebec.....	".....	1890 St. Thomas, Que.....	67 5	21 4	5 6	49	Evan John Price, Quebec, Que.
96,919	Augustus.....	Kingston.....	".....	1893 Garden Island, Ont.....	177 5	39 6	15 0	302	The Montreal Transportation Co., Ltd., Montreal, Que.
97,134	Aurelia.....	Quebec.....	".....	1886 Mille Vaches, Que.....	38 8	14 8	4 6	14	J. L. Fequet, Bonne Esperance, Coast of Labrador.
94,727	Aurelia.....	St. John, N.B.....	".....	1889 Hall's Harbour, N.S.....	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.
73,068	Aurélié.....	Quebec.....	Barge—Chd.....	1873 Yamaska, Que.....	102 4	22 2	7 5	127	Alexander Laplante, Lachine, Que.
90,795	Aurora.....	Victoria.....	Schr—Glt.....	1888 Mayne Island, B.C.....	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
94,980	Aurore.....	Yarmouth.....	".....	1890 Pubnico, N.S.....	81 1	22 2	7 6	86	Edward Boswell and Allan McLean, Crapaud, P.E.I.
88,469	Austin P.....	St. Andrews.....	".....	1892 West Isles, N.B.....	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
94,791	Autumn Belle.....	Richibucto.....	".....	1888 Richibucto, N.B.....	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.
107,903	Ava M.....	St. Andrews.....	Sloop.....	1899 West Isles, N.B.....	36 0	13 3	6 0	17	George A. Johnson, Grand Manan, N.B.
92,500	Avalon.....	Windsor, N.S.....	Schr—Glt.....	1888 Advocate, N.S.....	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,699	Avenue.....	St. John, N.B.....	".....	1885 Waterborough, N.B.....	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis.....	Quebec.....	".....	1896 La Have, N.S.....	85 9	24 3	9 4	100	Wm. Bouchard, St. Simeon, Que.
111,504	Avis.....	St. John, N.B.....	Sloop.....	1895 Perth Amboy, Me, U.S.A.....	31 0	8 3	2 9	4	W. R. Turnbull, St. John, N.B.
103,127	Avis C. Tobey.....	St. Andrews.....	".....	1896 West Isles, N.B.....	36 0	12 4	4 8	13	H. H. Bancroft, Grand Manan, N.B.
116,824	Avis Pauline.....	Barrington.....	Sloop.....	1903 Clarke's Harbour, N.S.....	31 6	11 9	5 4	12	Peter Kenney, Clarke's Harbour, N.S.
100,578	Avon.....	Halifax.....	Schr—Glt.....	1893 La Have, N.S.....	57 9	20 1	7 9	49	John Driscoll, Conception Harbour, Nfld.
103,216	Avon.....	Ottawa.....	Scow—Chd.....	1890 Buckingham, Que.....	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
75,643	Ayr.....	St. Catharines.....	Schr—Glt.....	1858 Port Dalhousie, Ont.....	132 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
.....	Azov.....	Hamilton.....	Schr—Glt.....	1866 Wellington Square, Ont.....	108 4	23 7	10 0	195	John McDonald, Goderich, Ont.
113,996	B.....	Ottawa.....	Barge—Chd.....	1903 Barry's Bay, Ont.....	50 0	12 0	4 0	16	The Canada Corundum Co., Ltd., Toronto, Ont.

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122,529	B. II.	Vancouver	Scow—Chd	1907	Vancouver, B.C.	73 9	30 0	8 0	158	Bermuda Steamship Co., Ltd., Vancouver, B.C.
107,928	B. No. 1.	New Westminster	Barge—Chd	1900	New Westminster, B.C.	73 0	28 0	6 0	123	The B. C. Mills, Timber & Trading Co., Vancouver, B.C.
111,601	B. No. 13.	"	"	1891	New Westminster, B.C.	58 0	19 0	5 0	134	The B. C. Mills Timber & Trading Co., Vancouver, B.C.
100,463	B. C.	Quebec	Schr—Glt.	1891	St. Thomas, Que.	37 4	12 6	5 0	15	E. Caron, Montmagny, Que.
121,982	B. C. C. No. 3.	Victoria	Barge—Chd	1905	Ladners, B.C.	49 5	18 3	5 0	49	British Columbia Canning Co., Ltd., London, Eng.
121,983	B. C. C. No. 4.	"	"	1906	"	45 5	16 2	5 0	33	"
107,719	B. K. C. 1.	Vancouver	Scow—Chd.	1899	New Westminster, B.C.	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2.	"	"	1899	"	52 0	12 3	3 7	21	"
111,607	B. S. M. No. 7.	New Westminster	Barge—Chd	1892	"	64 0	20 0	6 0	64	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
100,547	B. and C.	Digby	Sloop.	1893	Deer Island, N.B.	40 0	15 0	7 0	14	John W. Thurber, Freeport, N.S.
100,018	B. B. Hardwick.	Annapolis Royal	Schr—Glt.	1897	Clementaport, N.S.	96 5	28 2	9 0	123	Saml. Potier, Clementaport, N.S.
103,503	B. G. Anderson.	Lunenburg	"	1896	Lunenburg, N.S.	85 2	23 6	9 3	95	Wm. Morrison, Bay St. George, Nfld.
103,806	B. & B. Holland.	Halifax	Schr—Glt.	1897	Duncan's Cove, N.S.	52 8	14 4	7 2	26	J. Holland, Duncan's Cove, N.S.
83,066	B. Donaldson.	Ottawa	Barge—Chd	1881	Hull, Que.	111 2	22 5	7 8	162	John O'Toole, Ottawa, Ont.

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38,501	B. Wier & Co.	Arichat	Schr—Glt	1869 L'Ardoise, N.S.	54 3	16 0	5 6	25	Thomas D. Morrison, Descouse, N.S.
50,717	Babineau & Gaudry	Quebec	"	1864 Grondines, Que.	95 5	23 5	9 8	156	Hiram Ives, Windsor, Ont.
107,780	Baden Powell	Chatham, N.B.	"	1900 Chatham, N.B.	82 7	23 3	9 0	97	W. S. Loggie Co., Ltd., Chatham, N.B.
111,412	Baden Powell	Lunenburg	"	1900 Lunenburg, N.S.	90 6	24 0	9 6	94	Baden Powell Sealing Co., Ltd., Halifax, N.S.
74,808	Bald Eagle	Yarmouth	"	1876 Short Beach, N.S.	40 2	15 3	5 2	14	A.O.H. Wilson, St. John, N.B.
103,347	Balmoral	Montreal	Barge—Chd	1894 Montreal, Que.	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.
107,752	Baltic	Charlottetown	Schr—Glt	1847 Essex, Mass, U.S.A.	75 2	19 6	3 1	64	J. G. Springeour, Cardigan, P.E.I.
	Baltic	Montreal	Barge—Chd	1873 Riviere du Loup, Que.	103 0	20 8	6 5	130	E. Lapointe, St. Henri, Que.
116,760	Baltic	Toronto	"	1836 Philadelphia, Pa., U.S.A.	136 0	22 0	9 0	194	John Galna and R. W. Dauter, J.O., Parry Sound, Ont.
72,680	Bangalore	Kingston	Schr—Glt	1877 Kingston, Ont.	136 0	26 2	12 0	236	A. Rondeau, Lanoraie, Que.
	Bangor	Montreal	Barge—Chd	1872 Pierreville, Que.	97 7	19 0	6 1	105	O. Paul Hus, Sorel, Que.
72,069	Barbara Fritchie	Arichat	Schr—Glt	1866 Kennebunk, Me., U.S.A.	72 6	20 4	7 3	63	Jas. Byrne, St. Lawrence, Nfld.
108,501	Barcelona	Lunenburg	"	1896 La Have, N.S.	84 9	24 3	9 3	99	W. J. and Geo. Borgal, Pleasant Harbour, N.S.
107,267	Barge No. 1	Ottawa	Barge—Chd	1898 Hull, Que.	50 4	31 9	4 9	48	H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,268	Barge No. 2	"	"	1898 " "	81 0	23 0	5 0	60	Wm. Lawlor, Hawkesbury, Ont.
107,269	Barge No. 3	"	"	1898 " "	81 0	20 1	5 0	54	" "
107,270	Barge No. 4	"	"	1898 " "	81 0	20 1	5 0	54	Contractors' Supply Co., Ltd., Ottawa, Ont.
74,881	Bark Swallow	Toronto	Schr—Glt	1872 Port Credit, Ont.	42 4	11 5	4 0	14	J. H. Hill, M.O., Port Credit, Ont.
98,301	Baroda	Victoria	Ship	1891 Dumbarton, G.B.	237 5	36 2	21 5	1353	James Dunsmuir, Victoria, B.C.
94,621	Barrington	Ottawa	Schr—Glt	1887 Shelburne, N.S.	75 0	22 4	9 8	81	Minister of Marine and Fisheries, Ottawa, Ont.
100,004	Bartholdi	Annapolis Royal	"	1891 Granville, N.S.	126 0	30 0	12 2	239	J. C. Thompson, Mobile, Ala., U.S.A.
111,900	Basile	Weymouth	"	1906 Belliveau's Cove, N.S.	95 0	27 8	10 0	158	Benjamin Belliveau, M.O., Belliveau's Cove, N.S.
*112,883	Basutoland	Liverpool	"	{ 1870 Bath, Me., U.S.A. 1903 Liverpool, N.S.	116 9	20 0	8 4	190	Reynolds Harrington, Sydney, N.S.
97,188	Bay Queen	Digby	"	1891 Mount Denison, N.S.	51 0	16 2	6 5	32	Wm. Trahan, Belliveau's Cove, N.S.
75,609	Bear River	"	"	1878 Bear River, N.S.	57 0	13 6	6 3	38	John H. Lent, et al., Bear River, N.S.

\* Formerly "Samuel C. Hart."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Rig. Gréement.	Built—Constructé en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire général, et adresse.
122,185	Beatrice.....	Arichat.....	Schr—Glt.....	1898	Queensport, N.S.....	38 0	10 2	6 1	11	Joseph C. Ryan, Canso, N.S.
116,828	Beatrice.....	Barrington.....	Sloop.....	1903	Clarke's Harbour, N.S.....	32 6	12 0	6 1	12	Frank A. Swim, Clarke's Harbour, N.S.
97,077	Beatrice.....	Charlottetown.....	Schr—Glt.....	1893	Souris, P.E.I.....	32 8	11 1	5 3	8	Wm. Burk, Bay Fortune, P.E.I.
85,346	Beatrice.....	Chatham, N.B.....	".....	1883	Lunenburg, N.S.....	74 4	25 6	8 4	79	Alfred Manley, Halifax, N.S.
117,185	Beatrice.....	".....	".....	1905	Elm Tree, N.B.....	65 0	19 0	7 5	51	N. Hilarion Roy, Elm Tree, N.B.
116,672	Beatrice.....	St. Andrews.....	Sloop.....	1897	West Isles, N.B.....	36 6	13 8	6 0	19	Henry Benson, Grand Manan, N.B.
100,194	Beatrice.....	Victoria.....	Barge—Chd.....	1891	Vancouver, B.C.....	60 0	19 6	8 0	55	Albert Berquist, Sidney, B.C.
107,180	Beatrice L. Corkum.....	Halifax.....	Schr—Glt.....	1899	Lunenburg, N.S.....	91 8	24 5	9 5	81	John A. Bechtel, Victoria, C.B.
116,498	Beatrice S. Mack.....	Lunenburg.....	".....	1903	".....	92 4	24 8	10 0	99	Wm. C. Smith, et al., Lunenburg, N.S.
74,230	Beau Rozier.....	Montreal.....	Sloop.....	1875	St. Thomas, Que.....	89 0	21 0	5 6	75	J. A. Bonin, Lanoraie, Que.
66,075	Beauport.....	Montreal.....	Barge—Chd.....	1873	Point Lévis, Que.....	145 6	29 3	9 9	334	J. E. Robillard, Montreal, Que.
33,654	Beaver.....	Chatham, N.B.....	Sloop.....	1878	Paspébiac, Que.....	45 0	15 4	6 6	28	A. Loggie, M.O., Chatham, N.B.
100,056	Beaver.....	St. John, N.B.....	Schr—Glt.....	1890	Perry's Point, N.B.....	117 8	28 0	9 2	192	S. F. Hatfield (ship's husband), St. John, N.B.
112,160	Beaver II.....	Chatham, N.B.....	".....	1908	Shelburne, N.S.....	53 0	21 8	6 5	53	Robert Loggie, M.O., Loggieville, N.B.

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111,943	Beaver No. 3.	New Westminster.	Barge—Chd.	1900	Blaine, Wash., U.S.A.	55 0	13 0	3 6	22	National Packing Co., Vancouver, B.C.
61,431	Bee.	Chatham, N.B.	Schr—Glt.	1874	Shippegan, N.B.	35 0	11 4	4 5	11	Paul Noël, Shippegan, N.B.
100,983	Bee.	"	"	1888	Caracquet, N.B.	35 6	12 0	5 6	11	C. Robin, Collas & Co., Ltd., Jersey.
	Bee.	Montreal.	Barge—Chd.	1858	Montreal, Que.	93 8	18 1	5 1	82	Amb. Bertrand, Vaudreuil, Que.
107,882	Bel	"	Sloop	1900	Yamaska, Que.	90 7	21 6	6 1	87	Jos. Myette, Ste. Anne de Sorel, Que.
72,986	Belnap	Wallaceburg.	Barge—Chd.	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46	John Cooper, Chatham, Ont.
88,569	Bella.	Kingsdon.	"	1870	Garden Island, Ont.	166 0	26 5	11 9	434	Montreal Transportation Co., Ltd., Montreal, Que.
122,109	Bella.	Yarmouth.	Sloop.	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	18	William Pothier, M.O., Tusket Wedge, N.S.
*103,631	Bella Ritchie	Ottawa.	Barge—Chd.	1895	Quyon, Que.	87 7	15 9	6 4	27	P. G. Cavanagh, Perth, Ont.
116,303	Bella Rose	Charlottetown.	Schr—Glt.	1905	Bayfield, P.E.I.	41 6	13 6	5 8	21	John McLean, Souris East, P.E.I.
74,141	Belle.	Guyaboro'	"	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
96,868	Belle.	Montreal.	Barge—Chd.	1897	Toronto, Ont.	130 0	27 0	11 0	335	Montreal Transportation Co., Ltd., Montreal, Que.
92,609	Belle of the Bay	Sydney	Schr—Glt.	1889	Little Bras d'Or, N.S.	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
61,409	Belmont.	Chatham, N.B.	"	1871	Caracquet, N.B.	88 5	13 7	5 4	13	P. Callichan, Caracquet, N.B.
83,432	Belmont.	Lunenburg.	"	1886	Gilbert Cove, N.S.	80 0	23 4	8 2	98	Mrs. C. S. H. Pearl, Mahone Bay, N.S.
83,060	Belmont.	Shelburne.	"	1882	Shelburne, N.S.	63 0	20 5	7 9	54	Jos. McGill, Shelburne, N.S.
98,031	Belmont.	Yarmouth.	Bk—Bq.	1891	Port Glasgow, G.B.	236 4	38 1	21 8	1415	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt.	Yarmouth.	Schr—Glt.	1896	Lockeport, N.S.	98 9	23 4	9 1	91	Henry Lewis, et al., Yarmouth, N.S.
103,072	Ben Hur.	Chatham, N.B.	Schr—Glt.	1892	Tracadie, N.B.	34 0	12 2	5 2	11	Adolf LeClerc and John LeClerc, Caracquet, N.B.
117,192	Ben Lomond.	Kenora.	Barge—Chd.	1897	Keewatin, Ont.	50 0	20 5	4 4	45	H. J. Davis, Kenora, Ont.
96,787	Benecia Boy	Halifax	Schr—Glt.	1889	Straits of Canoe, N.S.	34 2	10 8	6 6	11	Michael Crispo, Harbour au Bouche, N.S.
107,566	Benefit.	Parraboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,477	Berens River.	Winnipeg	Barge—Chd.	1882	Winnipeg, Man.	133 3	22 8	7 8	335	The Dominion Fish Co., Ltd., Winnipeg, Man.
88,300	Bernadette.	Quebec.	Schr—Glt.	1883	Bay St. Paul, Que.	43 8	16 5	6 5	28	Mrs. Lucy Boily, Baie St. Paul, Que.
107,237	Bernadette.	"	Sloop.	1898	Isle aux Grues, Que.	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.

\* Formerly a steamer.

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122,102	Bernice N.....	Yarmouth.....	Sloop.....	1906	Shelburne, N.S.....	30 0	11 0	6 0	10	John C. Nickerson, M.O., Woods Harbour, N.S.
77,780	Bertha . . . . .	Port Medway . . . . .	Schr—Glt . . . . .	1881	Port Medway, N.S.....	54 5	18 9	7 4	42	Minnie Sabean, Port Medway, N.S.
97,028	Bertha. . . . .	Yarmouth . . . . .	" . . . . .	1890	Port Maitland, N.S. . . .	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
122,453	Bertha A.....	Yarmouth . . . . .	Sloop . . . . .	1907	Clyde, N.S.....	34 0	11 0	6 0	12	Thomas Ross, Port LaTour, N.S.
100,259	Bertha Belle . . . . .	Halifax . . . . .	Schr—Glt . . . . .	1894	Moser's River, N.S.....	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E. . . . .	" . . . . .	" . . . . .	1877	Liverpool, N.S.....	44 4	16 3	6 6	21	W. H. Doggett, White Point, N.S.
90,900	Bertha Kelley . . . . .	Yarmouth . . . . .	Sloop . . . . .	1886	Tackett Wedge, N.S.....	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.
122,127	Bertha M. . . . .	Halifax . . . . .	Schr—Glt . . . . .	1907	Chester, N.S.....	45 0	12 4	5 4	14	J. Foster Road, Halifax, N.S.
92,707	Bertha McKay.....	Winnipeg . . . . .	Barge—Chd . . . . .	1890	Rainy River, Ont. . . . .	110 0	19 5	8 5	158	Wm. Morissette, Kenora, Ont.
88,351	Bertha Maud. . . . .	St. John, N.B. . . . .	Schr—Glt . . . . .	1883	Waterborough, N.B. . . .	74 6	26 3	6 8	82	St. John Sulphite Pulp Co., Ltd., Leven, G.B.
107,911	Bertie . . . . .	St. Andrews.....	Sloop . . . . .	1894	Digby, N.S.....	34 0	11 8	5 0	13	Judson L. Guptil, jr., Grand Manan, N.B.
107,051	Bertie C.....	Barrington . . . . .	" . . . . .	1897	Eel Brook, N.S.....	43 0	15 3	4 8	13	Thos. D. Crowell, Shag Harbour, N.S.
100,111	Bea. . . . .	Digby . . . . .	Schr—Glt . . . . .	1891	Port Greville, N.S. . . .	46 1	16 3	5 9	24	Geo. Post, Digby, N.S.
100,545	Bessie.....	" . . . . .	" . . . . .	1886	Plympton, N.S.....	78 8	24 0	8 2	88	Wm. M. Warner, Plympton, N.S.

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100,373	Bessie.	Sydney	Schr—Glt	1891	Little Bras d'Or, N.S.	44 8	15 5	6 2	20	James Warburton, Glace Bay, N.S.
100,340	Bessie A.	Parrsboro'	"	1898	Lower Selnah, N.S.	78 0	25 2	8 5	96	J. N. Pugsley, <i>et al.</i> , Parrsboro', N.S.
94,662	Bessie Florence.	Halifax	"	1898	Mahone Bay, N.S.	33 6	12 3	5 5	12	James Howard, Terence Bay, N.S.
85,622	Bessie G.	Parrsboro'	"	1884	Parrsboro', N.S.	76 0	25 5	6 9	69	J. N. Pugsley, <i>et al.</i> , Parrsboro', N.S.
88,207	Bessie May.	Yarmouth	"	1883	Carlton, N.B.	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.
96,931	Bessie S. Keefer.	Charlottetown.	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	Wm. A. Horton, <i>et al.</i> , Murray Harbour, P.E.I.
96,725	Bessie T.	Chatham N.B.	"	1899	Tracadie, N.B.	31 6	12 3	4 5	10	Donald Leggie, Church Point, N.B.
122,069	Bessie Willow.	Charlottetown	"	1907	Point Prim, P.E.I.	39 6	12 2	5 4	17	Samuel McLeod, Point Prim, P.E.I.
111,559	Beta.	St. Andrews.	Sloop	1896	West Isles, N.B.	37 0	12 4	5 5	15	F. S. McLaughlin, Grand Manan, N.B.
73,985	Bethleem.	Quebec.	Barge—Chd	{ 1874 St. Jean Deschailons, Que 1904 Leclercville, Que.		97 4	25 3	7 6	129	Mrs. Marie A. Beaudet, Deschailons, Que.
	Betsey.	Toronto.	Schr—Glt	1868	Toronto, Ont.	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.
72,079	Betsy.	Chatham, N.B.	"	1871	Shippegan, N.B.	36 0	11 6	4 4	13	Wm. Fruing & Co., Ltd., Jersey.
100,372	Betsy Jane.	Sydney	"	1891	Bras d'Or, N.S.	32 9	13 2	5 0	11	Samuel Moore, Little Bras d'Or, N.S.
85,730	Beulah.	Lunenburg	"	1883	Summerside, P.E.I.	81 3	23 6	9 2	97	J. J. and Coleman Sangster, J.O., Guysboro, N.S.
94,742	Beulah.	St. John, N.B.	"	1888	Canning, N.S.	76 4	26 2	6 9	81	Arthur Pritchard, St. Martin's, N.B.
71,362	Beulah Benton.	Weymouth.	"	1875	Port Medway, N.S.	56 2	18 6	7 0	36	Turner Guthrie, East Ferry, N.S.
94,722	Bianca.	Windsor, N.S.	"	1888	Newport, N.S.	94 6	28 6	10 6	180	Geo. B. Lookhart, New York, U.S.A.
100,375	Big Bear.	Chatham, N.B.	"	1898	Caraquet, N.B.	34 0	12 1	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
121,971	Big Salmon.	Victoria.	Barge—Chd	1906	White Horse, Y.T.	106 4	34 5	5 7	161	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
83,210	Billow.	St. Andrews.	Schr—Glt	1881	Cornwallia, N.S.	62 0	18 8	8 0	54	Hugh McKay, St. Stephen, N.B.
72,578	Bismarck.	Montreal	"	1871	Port Dalhousie, Ont.	131 7	27 0	11 5	302	Alphonse Desrosier, Lanoraie, Que.
103,899	Bismarck.	New Westminster.	"	1897	New Westminster, B.C.	34 0	11 5	4 4	12	M. Kubiteith, Nanaimo, B.C.
107,938	Bk. No. 3.	New Westminster.	Barge—Chd	1900	"	43 0	13 0	3 5	20	G. W. Dawson, Steveston, B.C.
107,939	Bk. No. 4.	"	"	1900	"	43 0	13 0	3 5	20	"
90,496	Black Prince.	Halifax	Schr—Glt	1876	Summerville, N.S.	38 8	13 9	5 8	18	John Dixon, Halifax, N.S.

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103,238	Black Prince .....	New Westminster ..	Barge—Chd .....	1892	Seattle, Wash., U.S.A.	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.
103,701	Black Prince .....	Yarmouth .....	Schr—Glt .....	1892	Port la Tour, N.S.	37 0	12 4	5 5	13	Thomas W. Crowell, Port la Tour, N.S.
71,310	Black Watch .....	Charlottetown .....	" .....	1894	Rexton, N.B.	45 8	15 3	6 0	23	John McLean, Souris, P.E.I.
111,734	Blake .....	Lunenburg .....	" .....	1902	Shelburne, N.S.	81 0	24 0	9 6	99	Jacob W. Sartie, La Have, N.S.
100,299	Blanchard .....	Chatham, N.B.	" .....	1892	Carquet, N.B.	34 2	12 2	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
116,474	Blanchard .....	Chatham, N.B.	" .....	1900	Carquet, N.B.	34 3	12 7	4 6	12	Michael John, Carquet, N.B.
100,813	Blanche .....	Barrington .....	" .....	1894	Lockeport, N.S.	42 2	16 3	7 0	24	Norman Robbins, Tiverton, N.S.
112,016	Blanche .....	Canso .....	" .....	1901	Canso, N.S.	35 6	11 3	6 9	13	Simon Williams, Canso, N.S.
116,855	Blanche .....	Shelburne .....	" .....	1905	Sable River, N.S.	37 1	13 5	4 9	12	C. Lock, Lockeport, N.S.
121,806	Blanche .....	Yarmouth .....	Sloop .....	1904	Clyde, N.S.	31 0	11 4	6 0	10	J. E. Nickerson, Woods Harbour, N.S.
97,122	Blanche Alma .....	Quebec .....	Schr—Glt .....	1890	Ste. Anne, Que.	78 2	22 8	8 3	87	Joseph Sinard, M.O., St. Anne de Monts, Que.
88,551	Blanche M. Thor- bourn .....	Charlottetown .....	" .....	1894	Shelburne, N.S.	83 9	23 3	9 0	70	Edward Boswell and J. J. Lord, Victoria, Crapaud, P.E.I.
108,589	Blenheim .....	Chatham, N.B.	" .....	1898	Carquet, N.B.	37 7	13 3	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,265	Blomidon .....	Windsor, N.S.	" .....	1891	Canning, N.S.	123 0	31 0	11 5	271	Miss Lizzie W. O'Connell, Pasca- goula, Miss., U.S.A.



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75,599	Blue Jay.....	Digby.....	Schr—Glt.....	1877	Clare, N.S.....	39 1	14 2	5 7	14	Annie E. Stevens, Grand Manan, N.B.
80,370	Blue Wave.....	Parraboro'.....	".....	1880	Parraboro', N.S.....	55 8	18 5	6 7	37	Wm. I. Hawes, Parraboro' N.S.
100,909	Bluenose.....	Chatham, N.B.....	".....	1889	Caraquet, N.B.....	36 0	12 6	4 5	11	J. Sewell, Caraquet, N.B.
107,073	Bluenose.....	St. John, N.B.....	Sloop.....	1891	St. John, N.B.....	23 2	8 0	2 3	3	George E. Holder, St. John, N.B.
112,062	Bluenose.....	Windsor, N.S.....	Schr—Glt.....	1903	Falmouth, N.S.....	104 6	27 0	10 4	166	G. I. MacNamara, et al, Parraboro', N.S.
	Bob O'Link.....	Toronto.....	".....	1870	Toronto, Ont.....	35 0	11 3	4 8	15	Zeno Orton Quick, Point Pelee Island, Ont.
*92,747	Boles.....	Parraboro'.....	".....	1894	Sackville, N.B.....	77 8	26 4	7 5	97	Wm. Anthony, et al, Lower Seimah, N.S.
122,573	Bohemia.....	Yarmouth.....	Sloop.....	1907	Tusket Wedge, N.S.....	31 0	12 8	6 8	10	W. F. Doucette, M.O., Tusket Wedge, N.S.
122,222	Bolivia.....	Montreal.....	Barge—Ghd.....	1874	Oswego, N.Y., U.S.A.....	140 0	26 4	12 7	310	Aristide Mondor and Joseph Bonin, Laorais, Que.
94,792	Bona Fides.....	Charlottetown.....	Schr—Glt.....	1889	Lunenburg, N.S.....	76 6	23 6	8 7	78	T. G. M. Garsin, Charlottetown P. R. I.
122,260	Bonita.....	St. Andrews.....	Sloop.....	1902	West Isles, N.B.....	30 0	13 0	6 6	15	John and Benjamin Carter, Seeley's Cove, N.B.
111,508	Bonnie Jean.....	St. John, N.B.....	".....	1900	St. John, N.B.....	37 7	13 3	5 5	12	Frank Ingersoll, Grand Manan, N.B.
75,802	Bonnie Kate.....	Halifax.....	Schr—Glt.....	1877	Sheet Harbour, N.S.....	57 8	19 0	7 7	56	Mrs. B. Munroe, Boularderie, N.S.
88,506	Bonnie Kate.....	Sydney.....	".....	1884	Little Bras d'Or, N.S.....	44 0	14 4	5 7	14	Robert Moore, North Sydney, N.S.
107,063	Bonnie Lin.....	Barrington.....	".....	1899	Coffinscroft, N.S.....	38 6	12 0	5 2	10	Normand Madden, Port la Tour, N.S.
112,020	Bonny Kate.....	Canso.....	".....	1902	Canso, N.S.....	36 6	13 0	7 0	14	Robert Meagher, Canso, N.S.
94,647	Bonus.....	Halifax.....	".....	1888	Conquerall, N.S.....	73 5	23 0	8 7	86	Wm. Vincent, Bay St. George, Nfld.
103,862	Boojum.....	".....	Sloop.....	1897	Dartmouth, N.S.....	23 6	6 6	4 0	2	H. V. Kent, Halifax, N.S.
97,159	Borealis.....	Victoria.....	Schr—Glt.....	1891	Victoria, B.C.....	71 5	21 4	7 8	47	Victoria Sealing Co., Ltd., Victoria, B.C.
75,561	Boreas.....	Lunenburg.....	".....	1876	La Have, N.S.....	55 5	19 0	7 6	41	John Colford, Port Hawkesbury, N.S.
103,091	Boephore.....	Montreal.....	Sloop.....	1890	Pierreville, Que.....	109 9	22 9	7 4	137	Noe Gervais St. Michel d'Yamaska, Que.
107,898	Boulevard.....	Montreal.....	Sloop.....	1900	Lachine, Que.....	44 9	11 4	4 0	18	F. Tremblay, Montreal, Que.
103,110	Bout de Lile.....	".....	Horse ferry.....	1887	Bout de l'Isle, Que.....	63 6	26 3	2 8	10	Sam. Beaudry, Pointe aux Trembles, Que.
88,396	Brant.....	Windsor, N.S.....	Schr—Glt.....	1886	Cornwallis, N.S.....	37 0	13 3	5 5	12	William Hamilton, Cornwallis, N.S.
+ 103,746	Bras d'Or.....	Amherst, N.S.....	Sloop.....	1895	Lunenburg, N.S.....	26 8	8 8	4 2	4	Aubrey G. Robb, Amherst, N.S.

\* Formerly "Sackville Packet." + Formerly "Onyx."

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103,497	Bravo.....	Paspebiac.....	Schr—Glt.....	1893	Lunenburg, N.S.....	99 7	25 5	10 0	147	E. S. Giffin, <i>et al.</i> , Goldboro', N.S.
74,320	Brenton.....	Yarmouth.....	".....	1877 1895	Tusket, N.S..... Meteghan, N.S.....	72 0	23 0	8 1	69	Henry E. and W. F. Fougere, Descouse, N.S.
103,954	Brighton.....	Montreal.....	".....	1897	Kingston, Ont.....	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
85,347	Brilliant.....	Charlottetown.....	".....	1892	La Have, N.S.....	73 0	21 8	9 3	76	Garret and John H. Hubley, South- port, P.E.I.
90,721	Brilliant Star.....	Sydney.....	".....	1896	Jeddore, N.S.....	46 6	18 0	7 0	32	James McKinnon, North Sydney, N.S.
42,210	Brisk.....	Liverpool.....	".....	1890	Ragged Island, N.S.....	41 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
78,998	Bristol.....	Windsor, N.S.....	Ek—Bq.....	1878	Hantsport, N.S.....	196 9	39 7	23 6	1306	Daniel Munro, Windsor, N.S.
116,897	Britannia.....	Charlottetown.....	Schr—Glt.....	1906	Shelburne, N.S.....	64 4	18 8	7 2	48	G. B. Ellis and R. H. Ellis, Alberton, P.E.I.
103,790	Britannia.....	Chatham, N.B.....	".....	1897	Caracquet, N.B.....	38 4	13 0	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
108,128	Britannia.....	St. Andrews.....	Sloop.....	1896	Grand Manan, N.B.....	40 0	15 0	6 0	22	M. Calder and W. Cline, Camp- bello, N.B.
122,520	Britannia.....	Vancouver.....	".....	1903	Nanaimo, B.C.....	34 8	8 9	2 6	7	Frederick G. Seaton, Vancouver, B.C.
103,790	Britannic.....	Chatham, N.B.....	Schr—Glt.....	1892	Caracquet, N.B.....	37 1	12 6	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
52,029	British Eagle.....	Yarmouth.....	".....	1896	Jordan River, N.S.....	67 0	20 4	8 2	64	Thos. Burke, Cocagne, N.B.
80,577	British Lion.....	Windsor, Ont.....	".....	1893	Pike Creek, Ont.....	84 6	22 6	5 5	80	James Moss, Dunnville, Ont.

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37,619	British Queen.....	Halifax.....	Schr—Glt.....	1858 La Have, N.S.....	52 5	16 7	7 0	34	Cornelius Fader, Chester Basin, N.S.
107,079	British Queen.....	St. John, N.B.....	Sloop.....	1887 St. John, N.B.....	27 0	8 7	2 8	4	Charles Kain, St. John, N.B.
41,775	British Tar.....	Halifax.....	Schr—Glt.....	1853 La Have, N.S.....	57 6	18 3	7 5	41	J. W. Baker, Jeddore, N.S.
* 92,643	Briton (The).....	Bowmanville.....	" ..	1862 South Marysburg, Ont.....	106 0	23 8	8 7	146	A. M. Palmatier, Picton, Ont.
107,784	Britannia.....	Ottawa.....	Horse ferry.....	1899 Arnprior, Ont.....	54 0	22 0	3 6	14	John McAra, Bristol, Que.
103,186	Britannia.....	Shelburne.....	Schr—Glt.....	1896 Green Harbour, N.S.....	35 5	11 5	4 7	11	Ross Enslow, Green Harbour, N.S.
85,297	Brodeur Demers.....	Montreal.....	Sloop.....	1882 Sorel, Que.....	106 1	22 8	7 7	142	D. Leroux, Vaudreuil, Que.
71,743	Brodick Castle.....	Victoria.....	Ship.....	1875 Whiteinch, G.B.....	258 6	40 3	23 0	1770	Ship Brodick Castle Co., Ltd., Victoria, B.C.
111,697	Brooklyn.....	Liverpool.....	Schr—Glt.....	1901 Brooklyn, N.S.....	116 2	30 4	11 8	247	C. F. Whidden, Antigonish, N.S.
113,415	Brookside.....	Yarmouth.....	Bk—Bq.....	1891 Arundel, N.S.....	192 2	35 5	16 4	672	The Brookside Shipping Co., Ltd., Yarmouth, N.S.
71,143	Brothers.....	Goderich.....	Schr—Glt.....	1874 Ashfield, Ont.....	44 8	13 8	4 8	14	Jas. Thorburn, Kincardine, Ont.
83,379	Bruin.....	Toronto.....	Scow—Chd.....	1881 Gravenhurst, Ont.....	97 0	25 0	5 3	104	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
107,612	Brunette.....	Ottawa.....	Barge—Chd.....	1899 Hull, Que.....	108 0	24 0	8 0	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,228	Buckingham.....	" ..	" ..	1893 Buckingham, Que.....	74 0	18 7	4 0	43	Frank Ross, Quebec, Que.
100,092	Bud.....	St. John, N.B.....	Schr—Glt.....	1892 Greenwich, N.B.....	51 9	17 7	4 4	35	Chas. Kennedy, St. John, N.B.
80,795	Buda.....	Digby.....	" ..	1882 Meteghan River, N.S.....	42 0	15 0	5 6	20	P. W. Connors, et al., Black's Harbour, N.B.
85,425	Buffalo.....	St. Catharines.....	Scow—Chd.....	1895 Port Robinson, Ont.....	104 0	25 0	4 5	88	Abraham H. Bradley, Dunnville, Ont.
116,450	Burleigh.....	Shelburne.....	Schr—Glt.....	1904 Shelburne, N.S.....	101 0	25 6	10 8	122	Nathaniel Smith, et al., Halifax, N.S.
111,765	Burns.....	Kingston.....	" ..	1901 Garden Island, Ont.....	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.
111,897	Burque Brothers.....	Weymouth.....	Sloop.....	1905 Church Point, N.S.....	33 0	12 2	5 1	10	Peter Burque, Church Point, N.S.
122,344	Bute No. 1.....	Victoria.....	Barge—Chd.....	1905 Vancouver, B.C.....	66 0	24 5	6 3	87	Albert Berquist, Sidney, B.C.
85,293	Butte de St. Anne.....	Montreal.....	Sloop.....	1881 St. Thomas, Que.....	87 2	22 5	6 0	79	J. Millette and D. Millette, Sorel, Que.
116,997	C.....	Ottawa.....	Barge—Chd.....	1903 Barry's Bay, Ont.....	80 0	12 0	4 0	31	The Canada Corundum Co., Ltd., Toronto, Ont.

\* Formerly "S. &amp; J. Collier."

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100,176	C. A.	Montreal.	Sloop.	1887	Gentilly, Que.	78 4	21 4	4 3	47	E. Martelle, Pierreville, Que.
107,338	C. M. B.	Yarmouth.	"	1899	Tusket Wedge, N.S.	94 0	11 0	6 0	10	Charles M. Boudreau, Tusket Wedge, N.S.
83,370	C. M. G. P.	Quebec.	Schr—Glt.	1882	Esquimaux Point, Que.	58 8	17 5	7 9	46	Joseph Boudrault, Anse St. Jean, Que.
72,061	C. P. M.	Arichat.	Schr—Glt.	1890	River Bourgeoise, N.S.	48 2	15 4	6 3	22	Désiré Burke, River Bourgeoise, N.S.
100,508	C. P. N. No. 1.	Victoria.	Scow—Chd.	1887	Burrard Inlet, B.C.	101 0	26 0	5 0	91	Canadian Pacific Railway Co., Montreal, Que.
111,651	C. P. R.	Montreal.	Barge—Chd.	1892	St. François du Lac, Que.	105 6	22 6	8 6	116	Anselm Verville, St. François du Lac, Que.
111,465	C. R. C.	Chatham, N.B.	Schr—Glt.	1901	Carraquet, N.B.	37 6	12 8	5 2	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
116,467	C. W. 1.	Vancouver.	Barge—Chd.	1903	Vancouver, B.C.	79 0	29 9	6 0	122	S. K. Champion and W. W. White, Vancouver, B.C.
117,020	C. W. 2.	"	Scow—Chd.	1904	"	72 0	24 0	6 0	88	" " "
121,720	C. W. 3.	"	"	1906	"	76 0	26 0	7 8	86	" " "
111,534	C. & P. No. 1.	"	"	1893	"	85 5	27 0	6 5	128	John S. Crowder, Vancouver, B.C.
94,645	C. A. Chisholm.	Lunenburg.	Schr—Glt.	1888	Mahone Bay, N.S.	73 7	22 8	9 0	78	J. M. Terrio, West Arichat, N.S.
90,434	C. A. Goreham.	Barrington.	"	1890	Tusket, N.S.	51 3	18 3	6 6	33	Arthur E. Goreham, et al., Woods Harbour, N.S.
111,698	C. B. Whidden.	Liverpool.	Bktn—Bkgt.	1901	Liverpool, N.S.	132 4	32 3	12 4	349	C. E. Whidden, et al., Antigonish, N.S.

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100,147	C. E. Robertson	Winnipeg	Barge—Chd.	1894	Kenora, Ont.	52 0	12 2	6 0	28	A. McKinnon, Kenora, Ont.
116,333	C. E. Russell	Ottawa	"	1903	Hull, Que.	108 5	23 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,375	C. G. Munro	Arichat	Schr—Glt	1901	Canso, N.S.	38 7	11 4	6 1	14	Vincent Richard, Charles Cove, N.S.
96,743	C. J. Colwell	St. John, N.B.	"	1839	Cambridge, N.B.	78 9	27 0	6 9	82	Joseph Gordon, St. John, N.B.
92,294	C. W. Bangs	Ottawa	Barge—Chd	1886	Ottawa, Ont.	105 0	22 0	7 4	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. Janes	Quebec	Bktn—Bkgt	1884	Meteghan River, N.S.	165 3	36 0	20 5	825	W. J. Salurest Smith, Gibraltar.
112,002	C. W. Mills	Annapolis Royal	Schr—Glt	1904	Granville, N.S.	141 0	31 8	11 4	318	Frank W. Pickels, M.O., Annapolis Royal, N.S.
66,722	C. Averet	Liverpool	"	1871	East Port Medway, N.S.	41 0	14 2	6 0	19	Alex. Goreham, Shelburne, N.S.
100,596	C. Bibeau	Montreal	Sloop	1891	Pierreville, Que.	105 6	22 9	6 8	126	T. Beaudet, St. Jean Deschallons, Que.
69,589	C. Colombe	"	Barge—Chd	1872	St. Aimé, Que.	106 2	22 5	8 8	142	Géon Goyer, Montreal, Que.
90,550	C. Richard	Ottawa	"	1887	Sorel, Que.	111 9	22 8	8 1	172	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,346	Caddie	Yarmouth	Schr—Glt	1898	Port Maitland, N.S.	31 0	10 5	5 6	10	James E. Perry, Port Maitland, N.S.
100,988	Cesar	Chatham, N.B.	"	1893	Shippegan, N.B.	34 3	13 0	4 6	10	P. Rive, Caraquet, N.B.
80,373	Calabria	Windsor, N.S.	"	1881	Parrsboro', N.S.	154 4	36 5	16 2	451	Christopher Splane, St. John, N.B.
111,723	Calavera	Lunenburg	"	1902	Mahone Bay, N.S.	90 8	24 7	9 7	90	Henry Moser, et al., Lunenburg, N.S.
90,478	Calburga	Maitland	Bk—Bq	1890	Maitland, N.S.	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,726	Calcium	Parrsboro'	"	1896	Parrsboro', N.S.	166 3	35 9	18 7	687	Alexander Harrison, Philadelphia, Pa., U.S.A.
116,587	Caledonia	Liverpool	Schr—Glt	1903	Liverpool, N.S.	113 0	28 6	11 0	188	Abram W. Hendry, Liverpool, N.S.
97,064	Calla Lilly	Quebec	"	1890	La Have, N.S.	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que
100,774	Calliope	Chatham, N.B.	"	1892	Caraquet, N.B.	37 8	11 9	5 0	12	P. Rive, Caraquet, N.B.
96,701	Calumet	Ottawa	Barge—Chd	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,579	Cambridge	Halifax	Schr—Glt	1885	Cambridge, N.S.	63 4	18 3	6 8	43	Peter McConnell, Port Hilford, N.S.
112,128	Campania	Lunenburg	"	1903	Lunenburg, N.S.	88 8	24 6	9 2	90	Thos. Romkey, La Have, N.S.
96,778	Campania	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 6	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,631	Canada	Lunenburg	"	1900	Lunenburg, N.S.	116 9	27 5	10 6	199	J. Jos. Rudolf, et al., Lunenburg, N.S.

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75,574	Canada .....	Quebec .....	Schr—Glt .....	1877	Cap St. Ignace, Que. ....	59 8	17 5	5 5	35	Jos. Deslauriers, Fraserville, Que.
107,531	Canada .....	St. John, N.B. ....	Sloop .....	1898	St. John, N.B. ....	36 2	11 4	3 0	8	Fred. S. Heana, <i>et al.</i> , St. John, N.B.
111,772	Canada .....	Vancouver .....	Barge—Chd. ....	{ 1893 1901	{ Victoria, B.C. ....	145 0	32 1	7 2	304	Mackenzie Bros., Ltd., Vancouver, B.C.
116,485	Canada .....	Wallaceburg .....	" .....	1907	Wallaceburg, Ont. ....	84 0	21 9	4 6	85	Daniel B. McCallum, M.O., Wallace- burg, Ont.
100,262	Canada .....	Windsor, N.S. ....	Ship—3 m. ....	1891	Kingsport, N.S. ....	257 0	45 0	26 6	2137	The Ship Canada Co., Ltd., Wolfville, N.S.
111,580	Canada No. 1. ....	Toronto .....	Barge—Chd. ....	.....	.....	96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3. ....	" .....	" .....	.....	Buffalo, N.Y., U.S.A. ....	96 0	18 0	8 9	113	" ..
73,047	Canadien .....	Quebec .....	Schr—Glt .....	1875	Lotbinière, Que. ....	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadien .....	" .....	Barge—Chd. ....	1881	Batican, Que. ....	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.
73,496	Canadienne .....	Halifax .....	Schr—Glt .....	1883	Pt. Basque, Magdalen Islands, Que. ....	62 5	20 2	8 0	53	J. N. Arseneau, House Harbour, Mag- dalen Islands, Que.
73,096	Canadienne .....	Montreal .....	Sloop .....	1875	Yamaska, Que. ....	102 0	22 2	7 0	113	Jean L. Rondeau, Lanorrie, Que.
74,100	Candid .....	Arichat .....	Schr—Glt .....	1877	Chezetook, N.S. ....	45 2	16 2	7 0	23	Désiré Burke, River Bourgeoise, N.S.
85,438	Canning Packet. ....	Annapolis Royal .....	" .....	1883	Cornwallis, N.S. ....	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
111,868	Canton .....	Owen Sound .....	" .....	1873	Trenton, N. J., U.S.A. ....	142 0	26 0	12 1	304	Jas. W. Maitland, Owen Sound, Ont.

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116,604	Cap a la Roche	Montreal	Sloop	1905 St. Jean Deschail- lons, Que.	96 0	23 6	7 2	98	Andre Laroche, St. Jean Deschail- lons, Que.
100,494	Cape Beale	Victoria	Schr—Glt	1892 James Island, B.C.	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
121,787	Capital	Ottawa	Scow—Chd.	1905 Ottawa, Ont.	79 9	24 0	6 0	178	L. E. Defresne, <i>et al.</i> , J.O., Three Rivers, Que.
100,461	Caprice	Quebec	Yawl—Yole	1891 St. Lawrence, I. Orleans, Que.	31 0	11 2	4 2	9	Geo. C. Scott, Quebec, Que.
96,923	Cardigan	Charlottetown	Schr—Glt	1890 Cardigan, P.E.I.	57 6	17 8	7 2	38	L. Cormier and John Chaisson, Mar- garete, N.S.
107,989	Carib II	Shelburne	"	1901 Shelburne, N.S.	112 0	28 0	11 2	195	Harry Comer, Reading, Eng.
116,418	Caribou	Victoria	Barge—Chd	1903 Caribou, Y.T.	90 0	25 0	4 0	83	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
100,146	Carl	Winnipeg	"	1894 Kenora, Ont.	59 0	13 2	5 2	32	C. E. Laverdiere, Kenora, Ont.
111,718	Carl E. Richard	Lunenburg	Schr—Glt	1901 Mahone Bay, N.S.	97 8	25 2	10 4	99	C. Edgar Whidden, Antigonish, N.S.
97,154	Carlotta G. Cox	Victoria	"	1891 Victoria, B.C.	80 3	21 2	8 6	76	Victoria Sealing Co., Ltd., Victoria, B.C.
122,385	Carmacks	Victoria	Barge—Chd	1907 White Horse, Y.T.	130 9	38 7	5 5	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
88,459	Caroline	Arichat	Schr—Glt	1888 Dartmouth, N.S.	35 6	11 8	4 7	12	John B. Gerriot, West Arichat, N.S.
74,404	Caroline	Chatham, N.B.	"	1877 Rexton, N.B.	35 0	12 3	4 0	9	Simon Graham, jr., Rexton, N.B.
88,409	Carrie	Digby	"	1884 Clare, N.S.	32 0	11 8	4 6	12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie	Lunenburg	"	1890 La Have, N.S.	80 4	24 1	9 2	99	Louis Boudrot, Arichat, N.S.
80,979	Carrie A.	Sydney	"	1892 Christmas Island, N.S.	57 8	19 7	8 8	73	J. H. Blaikie, Great Village, N.S.
94,646	Carrie C. W.	Victoria	"	1888 Mahone Bay, N.S.	76 4	23 6	9 1	92	Victoria Sealing Co., Ltd., Victoria, B.C.
121,896	Carrie D.	Yarmouth	Sloop	1905 Cape Island, N.S.	32 0	11 0	6 0	10	Thomas Duncan, Cape Island, N.S.
94,698	Carrie H.	St. John, N.B.	Schr—Glt	1890 Port Maitland, N.S.	47 2	15 0	6 1	20	A. G. Thompson, Dipper Harbour, N.B.
96,744	Carrie L. Smith	"	Bk—Bq	1889 Harvey, N.B.	162 7	34 4	15 0	600	John N. Smith, <i>et al.</i> , Coverdale, N.B.
94,643	Carrie M.C.	Lunenburg	Schr—Glt	1888 Mahone Bay, N.S.	55 7	18 3	7 4	39	Ernest Johnson, Peters Road, P.E.I.
103,051	Carrie May	Yarmouth	Schr—Glt	1894 Pubnico, N.S.	47 1	16 4	6 4	25	F. Murphy, Pubnico, N.S.
100,445	Carrie O.	Canso	"	1883 Country Harbour, N.S.	33 0	11 5	5 5	12	S. Grant, Whitehaven, N.S.
112,343	Cartagena	Liverpool	"	1902 Liverpool, N.S.	109 0	29 0	11 0	199	Walter Mitchell, Halifax, N.S.
74,300	Cartier	Quebec	Barge—Chd	1873 St. Jean Deschail- lons, Que.	93 1	23 5	7 6	109	Jos. Laliberté, St. Jean Deschail- lons, Que.

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100,642	Casco .....	Victoria.....	Schr—Glt .....	1878	San Francisco, Cal., U.S.A.	85 0	21 6	8 2	63	Victor Jacobsen, Victoria, B.C.
116,969	Cassie Bell .....	St. Andrews .....	Sloop .....	1906	Meteghan, N.S.....	28 5	13 0	5 6	14	Boardman A. Cheney, Grand Manan, N.B.
92,566	Cassie M. ....	Halifax.....	Schr—Glt .....	1897	Sheet Harbour, N.S.....	33 8	12 6	5 7	12	Wm. H. Munro, Sheet Harbour, N.S.
103,363	Castor.....	Quebec.....	Sloop .....	1894	Mille Vaches, Que.....	55 2	16 8	5 2	31	J. Singelaize, Mille Vaches, Que.
72,963	Catawac.....	Pictou, Ont.....	Schr—Glt .....	1874	Pictou, Ont.....	105 5	24 0	10 5	193	F. McGibbon, Sarnia, Ont.
103,313	Catherine.....	Port Hawkesbury .....	" .....	1894	Cheticamp, N.S. ....	33 6	10 7	5 2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
92,519	Catherine.....	St. Andrews .....	" .....	1886	St. George, N.B.....	26 0	11 4	6 0	13	Benjamin McKenzie, St. George, N.B.
112,233	Catherine.....	St. John, N.B.....	" .....	1908	Meteghan River, N.S....	109 4	28 5	10 3	196	James Cosman, Meteghan River, N.S.
111,898	Catherine.....	Weymouth .....	Sloop .....	1906	Balliveau's Cove, N.S..	33 0	12 6	5 4	11	M. Balliveau, Grosse Coques, N.S.
96,799	Catherine A. C. ....	Halifax.....	Schr—Glt .....	1890	Dover, N.S.....	42 5	14 5	5 3	17	Victor Poirier, Descouse, N.S.
116,506	Cavalier.....	Lunenburg .....	" .....	1904	La Have, N.S. ....	74 2	21 8	8 5	70	Lemuel Bell, M.O., Dublin Shore, N.S.
121,999	Cavalier.....	" .....	" .....	1906	Lunenburg, N.S.....	40 5	12 2	5 7	13	Mrs. Lizzie and Mrs. Laura Wilneff, Felixen South, N.S.
.....	Cecelia.....	Windsor, Ont.....	" .....	1866	Port Dalhousie, Ont.....	135 5	27 7	11 0	290	Geo. Brooks, Port Dalhousie, Ont.
96,826	Cecelia W.....	Halifax.....	" .....	1890	Vogler's Cove, N.S.....	58 0	17 6	7 4	41	David Walker, Port Hawkesbury, N.S.



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103,271	Celia	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	35	4	12	1	4	8	11	D. Gallien, Caraquet, N.B.
103,239	Celima	Montreal	Horse ferry	1888	Lachenaais, Que.	56	4	23	0	2	3	7	Jos. Gariépy, Rivière desPrairie, Que.
88,624	Celina	Windsor, Ont.	Scow—Chd	1884	Stony Point, Ont.	69	0	19	0	4	5	39	P. Forcier, Detroit, Mich., U.S.A.
107,305	Centennial	St. Andrews	Sloop	1899	West Isles, N.B.	34	0	13	2	6	0	16	John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	Barge—Chd	1876	Port Robinson, Ont.	81	6	21	2	5	3	66	H. O. Brown, Welland, Ont.
92,358	Cardic	Annapolis Royal	Schr—Glt	1886	Alma, N.B.	80	5	26	2	7	5	90	T. S. Henshaw, Bear River, N.S.
103,585	Cerdic	Chatham, N.B.	"	1896	Caraquet, N.B.	36	1	12	9	5	2	14	Phillip Rive, Caraquet, N.B.
72,555	Ceres	Kingston	Scow—Chd	1875	Kingston, Ont.	77	7	26	0	9	4	69	Montreal Transportation Co., Ltd., Montreal, Que.
122,145	Cerita	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	30	0	11	0	6	0	10	John C. Doucette, Tusket Wedge, N.S.
90,824	Ceto	Pictou, N.S.	Schr—Glt	1889	Port Medway, N.S.	76	0	24	0	8	5	95	James L. Hutchinson, Rexton, N.B.
96,915	Ceylon	Kingston	"	1891	Garden Island, Ont.	205	4	36	3	15	2	908	The Calvin Co., Ltd., Garden Island, Ont.
97,151	Chacheemah	Victoria	"	1890	Saanich, B.C.	39	3	12	2	4	0	10	Chacheemah (Indian), Barclay Sound, B.C.
69,446	Champion	Pictou, N.S.	"	1876	River John, N.S.	66	5	19	6	7	0	55	Stephen Alexander, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881	Ste. Anne de la Pocatière, Que.	38	0	13	3	4	5	13	F. X. Nepton, Tadoussac, Que.
72,988	Champion	Wallaceburg	Schr—Glt	1867	New Baltimore, Mich., U.S.A.	49	0	15	0	4	0	18	W. O. Ryan, Sarnia, Ont.
.....	Champion	Windsor, Ont.	Scow—Chd	1872	River Puce, Ont.	66	8	18	0	5	2	50	Michael P. Thibert, Belle River, Ont.
116,652	Champion	Yarmouth	Schr—Glt	1904	Yarmouth, N.S.	47	4	15	6	7	1	29	C. T. Titus, et al., Westport, N.S.
103,436	Chapeau	Ottawa	Barge—Chd	1889	Buckingham, Que.	63	0	19	8	5	0	42	W. J. Poupore, Westmount, Que.
71,649	Charles Alberic	Montreal	"	1875	Yamaska, Que.	100	0	22	3	6	6	104	Joseph Soullier, Sorel, Que.
121,654	Charles E.	Yarmouth	Sloop	1904	Shag Harbour, N.S.	35	5	12	5	6	0	13	E. Larkin, Shag Harbour, N.S.
88,638	Charles E. Lefursey	Charlottetown	Bk—Bq	1884	Summerside, P.E.I.	190	9	36	0	20	9	936	The Ship Charles E. Lefursey Co., Ltd., Liverpool, Eng.
88,265	Charles Edouard	Quebec	Sloop	1884	Cap St. Ignace, Que.	51	6	18	5	5	0	24	A. Boullier, Bergeronnes, Que.
94,704	Charles Haskell	Digby	Schr—Glt	1869	Essex, Mass., U.S.A.	72	0	21	2	7	3	60	A. Weatherbie and J. T. Matal, Tatamagouche, N.S.
*96,759	Charley Troop	St. John, N.B.	"	1879	Bath, Me., U.S.A.	55	5	16	1	6	0	30	J. Magrath, Margaretsville, N.S.
83,421	Charlie	Weymouth	"	1881	Weymouth, N.S.	30	0	10	4	4	6	10	W. H. Eldridge, M.O., Sandy Cove, N.S.

\* Formerly "John H. McCullough."

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116,812	Charlie Marshall.	Cobourg	Schr—Glt	1881	Chicago, Ill., U.S.A.	122 4	26 5	9 2	266	George Plunkett and D. Rooney, jr. Cobourg, Ont.
96,970	Charlie Richardson.	Shelburne	"	1891	Shelburne, N.S.	43 4	16 9	6 6	26	C. R. Hupman, Summerville, N.S.
100,784	Charlotte.	Chatham, N.B.	"	1889	Caracquet, N.B.	38 2	12 1	5 1	13	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
92,551	Charlotte.	Ottawa	Barge—Chd	1888	Monte Bello, Que.	133 5	22 8	6 0	154	Joseph Wilson, Montreal, Que.
85,642	Charlotte E. C.	Lunenburg	Schr—Glt	1883	Mahone Bay, N.S.	74 5	23 0	8 8	80	Martin Williams, Musquodboit, N.S.
116,234	Charlotte S.	Charlottetown	"	1902	Murray Harbour, P.E.I.	35 0	11 9	5 7	14	John Stewart and M. J. White, J.O., Murray Harbour South, P.E.I.
86,756	Charming Lass.	"	"	1882	Herring Neck, Nfld.	73 8	21 7	7 9	67	R. H. Jenkins, Charlottetown, P.E.I.
103,841	Chaudière	Ottawa	Barge—Chd	1896	Sturgeon Falls, Ont.	66 5	18 0	4 7	72	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
100,789	Chazalie	Chatham, N.B.	Schr—Glt	1890	Caracquet, N.B.	37 8	12 8	4 6	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
72,668	Cherokee.	Montreal	Barge—Chd	1875	Garden Island, Ont.	151 0	26 0	11 2	365	Montreal Transportation Co., Ltd. Montreal, Que.
77,586	Cherry.	"	"	1878	Montreal, Que.	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
108,798	Chealie.	Parraboro'	Schr—Glt	1896	Port Greville, N.S.	129 7	33 0	12 1	330	Geo. E. Holder, et al., St. John, N.B.
111,886	Chevalier.	Digby	Sloop	1901	Port Maitland, N.S.	32 5	10 7	6 0	11	Warren S. Sollows, Port Maitland, N.S.
112,392	Chevoux.	Ottawa	Barge—Chd	1902	Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

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121,842	Chilblow	Toronto	Barge—Chd	1903 Blind River, Ont.	83 0	23 5	2 7	79	Blind River Transportation Co., Ltd., Blind River, Ont.
116,876	Chicago	Montreal	"	1872 Montreal, Que	146 0	24 8	10 3	350	Montreal Transportation Co., Ltd., Montreal, Que.
92,679	Chief Commander	St. Catharines	Dredge—drague	1903 Port Robinson, Ont.	80 9	30 9	7 9	269	Wm. E. Phin, Welland, Ont.
67,000	Chief Captain	Pictou, N.S.	Schr—Glt	1883 Brulé Point, N.S.	450 4	17 7	6 8	39	Geo. Clarke, Tatamagouche, N.S.
69,217	Chlorus	St. John, N.B.	"	{ 1874 } Waterborough, N.B.	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.
116,278	Christie Belle	Yarmouth	"	1875 La Have, N.S.	64 0	20 6	8 2	57	D. J. McDonald, Glace Bay, N.S.
96,730	Christina	Charlottetown	"	1903 Mosher's River, N.S.	36 5	11 6	5 2	13	James J. Hughes, Souris, P.E.I.
107,707	Cincinnati	Chatham, N.B.	"	1888 Caraquet, N.B.	34 4	12 3	4 6	11	The C. Robin, Collas Co., Ltd., Halifax, N.S.
85,636	Circassian	Toronto	Barge—Chd	1895 Midland, Ont.	55 0	20 8	3 7	162	Benjamin A. Patterson, et al., Oakville, Ont.
109,533	Citizen	Yarmouth	Schr—Glt	1883 Shelburne, N.S.	87 0	23 9	10 0	99	A. F. Stoneman, Yarmouth, N.S.
122,214	City Dredge No. 2	Digby	"	1893 Bear River, N.S.	66 0	20 6	7 0	47	Benjamin Hatfield, Advocate Harbour, N.S.
59,494	City Point	Toronto	Dredge—Drague	1906 Toronto, Ont.	90 5	30 5	5 2	233	Corporation of the City of Toronto, Toronto, Ont.
100,645	City of San Diego	Halifax	Schr—Glt	1872 Mahone Bay, N.S.	62 0	20 2	7 8	49	Morgan H. Genge, Chancel, Nfld.
94,977	Civilian	Victoria	"	1881 San Francisco, Cal., U.S.A.	67 5	20 5	6 5	46	Victoria Sealing Co., Ltd., Victoria, B.C.
107,549	Clair	Liverpool	"	1890 Pubnico, N.S.	80 7	23 8	9 1	97	E. E. Hutchings, New York, U.S.A.
72,948	Clairville	St. John, N.B.	Sloop	1897 North Head, Grand Manan, N.B.	38 2	13 6	4 0	11	Albert Henderson, Grand Harbour, Grand Manan, N.B.
92,651	Clam Shell	Quebec	Barge—Chd	1870 Ste. Emélie, Que	94 6	21 5	6 3	84	F. Dussault, St. Jean Deschailons, Que.
55,864	Clara	St. Catharines	Dredge—Drague	1887 Tonawanda, N.Y., U.S.A.	80 0	20 0	7 0	62	F. B. McNamee, Montreal, Que.
107,304	Clara A. Benner	Quebec	Schr—Glt	1866 Kamouraska, Que.	42 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
90,693	Clara L.	St. Andrews	"	1867 Friendship, Me., U.S.A.	59 3	20 0	7 9	37	Miss Blanche McGee, Back Bay, N.B.
122,094	Clara M. Smith	St. Catharines	Scow—Chd	1885 Black Creek, Ont.	75 3	14 6	4 9	45	Wm. Hand, Port Dalhousie, Ont.
116,826	Claremont A.	Yarmouth	Sloop	1905 Cape Island, N.S.	30 0	10 6	6 0	10	Frederick C. Smith, Cape Island, N.S.
111,739	Clarence B.	Barrington	"	1904 Clarke's Harbour, N.S.	28 2	11 7	6 1	11	E. B. Penney, M.O., Clarke's Harbour, N.S.
82,244	Claribel	Lunenburg	Schr—Glt	1902 Mahone Bay, N.S.	90 8	24 7	9 7	90	Thomas F. Reeves, Port Hawkesbury, N.S.
		Charlottetown	"	1881 Charlottetown, P.E.I.	42 3	13 4	6 0	19	Charles Doucet, Cheticamp, N.S.

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122,050	Clarica and Myrtle.	St. Andrews	Sloop.	1906	Grand Manan, N.B.	36 0	13 2	6 2	20	Wm. J. Morse, Grand Manan, N.B.
107,806	Clarisse.	Barrington.	Schr—Glt	1900	Meteghan River, N.S.	64 0	22 0	8 5	55	Geo. L. Nickerson, M.O., Port La- tour, N.S.
*80,662	Clarke.	Ottawa.	Barge—Chd	1881	Montreal, Que.	108 0	22 0	6 5	145	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,891	Claude B. Daley.	Barrington	Schr—Glt.	1904	Sivrette's Island, N.S.	45 0	15 0	7 5	25	W. E. Smith, Port LaTour, N.S.
121,681	Claymore.	Yarmouth.	Sloop	1904	Clarke's Harbour, N.S.	33 0	11 0	6 0	10	D. A. Gardner, Clarke's Harbour, N.S.
37,172	Clayola.	Windsor, N.S.	Schr—Glt	1890	Port Maitland, N.S.	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve 1.	New Westminster	Barge—Chd	1897	New Westminster, B.C.	51 0	14 0	3 5	19	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleeve 2.	"	"	1897	"	51 0	14 0	3 5	19	"
111,951	Cleeve No. 3.	Vancouver.	Scow—Chd.	1900	"	80 0	25 8	6 0	205	"
.....	Cleveland.	Montreal	"	1872	Quebec, Que.	188 4	26 1	9 8	328	Montreal Transportation Co., Ltd., Montreal, Que.
85,980	Clifford O.	St. John, N.B.	Schr—Glt	1882	Rexton, N.B.	81 0	26 5	7 5	97	R. A. Cameron, St. John, N.B.
66,040	Clorinthe.	Quebec.	"	1871	Kamouraska, Que.	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Mal- baie, Que.
111,569	Clorita.	Toronto	"	1898	New York, N.Y., U.S.A.	64 0	16 5	7 4	44	Geo. H. Gooderham, Toronto, Ont.
103,551	Clovie.	Montreal.	Sloop.	1896	St. Thomas, Que.	92 1	22 2	5 7	84	Marcel Daneau, St. Thomas, Que.

\* Formerly "Mackenzie."

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Coa.	Montreal.	Barge—Chd.	1861	Montreal, Que.	92 3	17 1	5 8	92 C. Bertrand, Rigaud, Que.
107,229	Cobledick Dredge No. 1.	Dredge—Drague	1900	Lytton, B.C.	100 0	26 0	7 0	795 The Cobledick Dredge No. 1 Co., Ltd., London, Eng.
103,965	Cobourg	Schr—Glt	1897	Kingston, Ont.	179 6	34 7	11 4	607 Montreal Transportation Co., Ltd. Montreal, Que.
71,601	Colborne	Barge—Chd	1874	Montreal, Que.	149 0	26 6	9 6	302 A. B. Champagne, Lanoraie, Que.
85,392	Colibri	Sloop	1884	Magdalen Islands, Que.	46 5	13 0	6 6	18 Murdoch A. McDonald, South Cove, N.S.
107,122	Collector.	Schr—Glt	1899	La Have, N.S.	82 8	24 8	9 8	99 W. N. Reinhardt, et al., La Have, N.S.
100,359	Collinsie	"	1889	Chicoutimi, Que.	64 0	20 4	6 7	57 Alex. Simard, Grand Bay, Chicoutimi, Que.
74,351	Col. Ellsworth	"	1860	Essex, Mass., U.S.A.	77 4	22 6	7 6	78 Chas. and Elie Duchene, J. O., St. Irene, Que.
*74,051	Colonel Otter	"	1876	Barrington, N.S.	73 0	21 8	8 5	73 John J. Sangster, Guysboro', N.S.
111,702	Colonie	"	1901	Lunenburg, N.S.	97 2	25 6	9 7	98 Davis C. Westhaver, Lunenburg, N.S.
107,630	Colonial No. 1	Barge—Chd	1897	New Westminster, B.C.	40 0	12 0	3 0	14 A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2	"	1898	New Westminster, B.C.	60 0	22 0	5 0	59 Robert Fenton, New Westminster, B.C.
111,958	Colonial No. 3	"	1899	Steveston, B.C.	55 0	14 0	4 0	28 The Columbia Packing Co., Ltd., Vancouver, B.C.
80,697	Colonna	Sloop	1882	St. Thomas, Que.	74 5	19 5	4 2	51 E. Latour, Valleyfield, Que.
88,567	Columbia	Barge—Chd	1885	Bedford Mills, Ont.	101 0	22 7	4 8	84 Benjamin Tett, Bedford Mills, Ont.
111,880	Columbia	Schr—Glt	1895	Newport, Me., U.S.A.	52 0	13 7	9 0	22 Frank Lovitt, Yarmouth, N.S.
121,694	Columbia	Sloop	1905	Tusket Wedge, N.S.	34 0	11 6	6 0	10 N. S. Boudreau, Tusket Wedge, N.S.
.....	Comet	Schr—Glt	1862	Yamaska, Que.	80 7	19 1	5 5	57 W. Patry, Ste. Emélie, Que.
88,387	Comet	"	1885	Cornwallis, N.S.	32 0	12 6	4 5	10 Thomas Carter, Red Head, N.B.
112,325	Commodore	"	1902	Pereaux, N.S.	51 6	17 4	6 5	29 Geo. Windsor, Bathurst, N.B.
116,983	Commodore Dewey	Barge—Chd	1898	Kenora, Ont.	86 0	20 8	5 0	92 Charles G. Pennock, Kenora, Ont.
59,162	Comrade	Schr—Glt	1868	Grand Lake, N.S.	76 7	26 5	7 0	76 W. D. Baskin, et al., St. John, N.B.
101,000	Condor	"	1888	Shippegan, N.B.	33 0	12 3	4 4	10 James Bowser, Musquodoboit, N.S.
74,071	Condor	"	1873	Chezetcook, N.S.	39 5	14 2	5 7	20 D. Smith, Chezetcook, N.S.

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92,553	Condor.....	Montreal..	Barge—Chd.....	1888	Montreal, Que.	180 7	34 5	11 6	567	Montreal Transportation Co., Ltd., Montreal, Que.
74,331	Condor.....	Yarmouth....	Schr—Glt.....	1877	Beaver River, N.S.	36 3	12 2	4 2	11	Maurice Haycock, Westport N.S.
116,681	Conductor.....	Richibucto....	".....	1877	Essex, Mass., U.S.A.	75 5	22 0	7 5	51	Thomas Hains, Richibucto, N.B.
80,804	Conductor.....	Windsor, N.S.	Bk—Bq.....	1880	Cornwallia, N.S.	176 0	37 5	22 8	1063	The Bark Conductor Co., Ltd., Wolf- ville, N.S.
121,997	Confidence.....	Lunenburg.....	Schr—Glt.....	1906	La Have, N.S.	48 2	16 8	7 0	35	Robert Walfield, La Have Islands, N.S.
122,031	Constance.....	Weymouth.....	".....	1907	Groses Coques, N.S.	62 0	18 8	6 1	42	Omer Blinn, M.O., Groses Coques, N.S.
116,413	Constance No. 1....	Victoria.....	Barge—Chd.....	1904	Victoria, B.C.	42 0	12 0	4 0	13	Arthur R. Barrow, Hill Island, B.C.
103,345	Coquette.....	Montreal.....	Yacht.....	1892	Montreal, Que.	35 5	10 0	2 6	3	Arthur Hamilton, Montreal, Que.
103,535	Cora Lee.....	Halifax.....	Schr—Glt.....	1897	Bath, Me., U.S.A.	67 2	18 9	6 4	49	R. Harrington, Sydney, N.S.
116,734	Cora Lee.....	".....	".....	1904	Beckerton, N.S.	44 8	13 5	6 3	16	Lemuel Kaizer, M.O., Beckerton, N.S.
116,238	Cora May.....	Digby.....	".....	1906	Shelburne, N.S.	75 0	21 0	8 0	64	C. E. Finningan, et al., Freeport, N.S.
94,768	Cora May.....	St. John, N.B.	".....	1899	Black River, N.B.	98 9	27 9	7 4	117	Nathaniel C. Scott, St. John, N.B.
.....	Coral.....	Oakville.....	".....	1874	Oakville, Ont.	47 6	13 0	5 0	26	George Blowers, Port Credit, Ont.
112,323	Coral Leaf.....	Parrboro'.....	".....	1902	Spencer's Island, N.S.	150 5	33 6	12 7	374	J. Spicer, et al., Spencer's Island, N.S.

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111,743	Corean.....	Lunenburg.....	Schr—Glt.....	1902	La Have, N.S.....	76 8	22 4	9 0	70	J. N. Rafuse, <i>et al.</i> , La Have, N.S.
88,304	Corinne.....	Quebec.....	".....	1884	St. Paul's Bay, Que.....	52 0	17 4	5 4	30	E. Bluteau, Petite Rivière Charlebois, St. François, Que.
103,024	Corinto.....	Parraboro'.....	".....	1895	Port Greville, N.S.....	76 8	25 3	7 9	98	E. A. Vaughan, M.O., Parraboro', N.S.
*71,163	Corisande.....	Port Hope.....	".....	1873	Marine City, Mich., U.S.A.	137 0	26 0	11 1	276	John C. Miller, Parry Sound, Ont.
.....	Corn Crib.....	Montreal.....	Barge—Chd.....	1868	Montreal, Que.....	132 1	22 7	10 1	296	Alphonse Dearosier, Lanoraie, Que.
97,000	Cornelius.....	New Westminster.....	Schr—Glt.....	1884	San Francisco, Cal., U.S.A.	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall.....	Montreal.....	Barge—Chd.....	1890	Kingston, Ont.....	178 6	35 2	11 7	586	Montreal Transportation Co., Ltd., Montreal, Que.
111,675	Cornwall.....	Parraboro'.....	Schr—Glt.....	1901	Port Greville, N.S.....	61 5	20 1	5 8	44	W. C. Hatfield, Port Greville, N.S.
111,736	Coronation.....	Lunenburg.....	".....	1902	Mahone Bay, N.S.....	93 8	25 0	10 2	98	Henry W. Adams, Lunenburg, N.S.
80,720	Coronation.....	Paspebiac.....	".....	1902	Paspebiac, Que.....	75 6	22 0	8 7	67	C. Robin, Collas & Co., Ltd., Jersey.
92,442	Coronet.....	Toronto.....	".....	1887	Port Credit, Ont.....	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.
94,942	Coronilla.....	Barrington.....	".....	1889	Sable River, N.S.....	53 0	15 0	6 0	28	Geo. L. Banks, Barrington, N.S.
77,888	Corrina.....	Quebec.....	".....	1879	Les Eboulements, Que.....	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsair.....	Chatham, N.B.....	".....	1893	Caracquet, N.B.....	33 6	12 0	4 8	10	T. Ahier, Shippegan, N.B.
100,104	Coryl.....	Parraboro'.....	".....	1891	Port Greville, N.S.....	73 6	19 7	6 2	59	J. G. Elderkin, Port Greville, N.S.
†88,496	Couchiching.....	Winnipeg.....	Barge—Chd.....	1883	Kenora, Ont.....	92 6	19 6	7 9	106	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
90,650	Coup d'Etat.....	Yarmouth.....	Sloop.....	1885	Pubnico, N.S.....	38 0	11 7	4 2	12	M. D'Entremont, Pubnico, N.S.
103,368	Courageux.....	Quebec.....	".....	1895	Les Escoumains, Que.....	59 2	19 2	5 4	37	Jacques Saingalais, Les Escoumains, Que.
83,286	Craftsman.....	Kingston.....	Barge—Chd.....	1883	Kingston, Ont.....	99 0	16 6	5 1	65	T. Mills, Kingston, Ont.
71,277	Craftsman.....	".....	Schr—Glt.....	1873	Port Burwell, Ont.....	132 0	25 8	10 4	266	John Strong, Port Elgin, Ont.
100,345	Crescent.....	Maitland.....	".....	1902	Lower Selmah, N.S.....	86 6	25 6	8 5	99	Andrew Anthony, Lower Selmah, N.S.
103,324	Crocket.....	Port Hawkesbury.....	".....	1899	Port Hawkesbury, N.S.....	36 0	10 4	6 3	10	Richard H. Brown, Sydney Mines, N.S.
111,709	Crofton McLeod.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	83 0	24 1	9 5	85	John W. McLean, Mahone Bay, N.S.
64,710	Crown Prince.....	Port Hawkesbury.....	".....	1871	Port Hawkesbury, N.S.....	42 0	14 6	5 7	19	T. C. Cook, Port Mulgrave, N.S.
88,290	Crusoe.....	St. Andrews.....	".....	1886	St. Andrews, N.B.....	30 9	12 4	6 6	13	Jos. Boyd, Campo Bello, N.B.

\* Formerly "Minnehaha." \* Formerly a steamer.

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## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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71,578	Cultivateur.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	90 8	22 0	5 4	79	C. J. Marchildon, St. Pierre les Becquets, Que.
122,152	Cumulus.....	Vancouver.....	".....	1906	Harrison Hot Springs, B.C.....	39 7	14 0	5 9	23	Ezekiel G. Warde, Harrison Hot Springs, B.C.
100,741	Curacao.....	Windsor, N.S.....	Bgtn—Bkglt.....	1894	Horton, N.S.....	128 0	29 8	10 8	289	The Brig Curacao Co., Ltd., Horton, N.S.
61,407	Curlew.....	Chatham, N.B.....	Schr—Glt.....	1872	Shippegan, N.B.....	45 2	14 3	6 2	22	P. Luce, Jersey.
103,181	Curlew.....	Digby.....	".....	1895	Shelburne, N.S.....	75 0	19 6	8 5	63	Bland W. Cousina, et al., Digby, N.S.
116,215	Curlew.....	Quebec.....	Yawl—yole.....	1899	Quebec, Que.....	46 8	14 3	5 4	23	John T. Molson, Montreal, Que.
100,916	Cygnets.....	Chatham, N.B.....	Schr—Glt.....	1897	Caracquet, N.B.....	38 3	12 3	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
50,389	Cygnets.....	Parraboro'.....	".....	1882	Parraboro', N.S.....	74 1	24 3	8 5	77	J. H. Newcomb, Parraboro' N.S.
83,381	Cygnets.....	Toronto.....	Sloop.....	1879	Buffalo, N.Y., U.S.A.....	44 0	15 5	5 0	27	Thos. McGaw and R. D. Ewing, J.O., Toronto, Ont.
88,345	Cymbeline.....	Arichat.....	Schr—Glt.....	1884 { 1906	Conquerall, N.S. St. Peter's, N.S.....	80 2	23 9	9 2	97	Donald Y. and John A. Stewart, J.O.
100,971	Cyprian.....	Chatham, N.B.....	".....	1892	Caracquet, N.B.....	36 6	12 8	4 4	10	St. Peter's, N.S. E. Sivret, Caracquet, N.B.
92,731	Cyprian.....	Toronto.....	Yacht.....	1879	Fairlie, G.B.....	30 0	6 4	5 4	6	Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene.....	Lunenburg.....	Schr—Glt.....	1883	Bridgewater, N.S.....	81 2	23 9	9 2	97	Wm. E. LeBlanc, West Arichat, N.S.
77,633	Cyrenian.....	Sarnia.....	".....	1879	Garden Island, Ont.....	135 0	26 0	10 6	376	Geo. C. Smith, Southampton, Ont.

\* Formerly "Prussia."



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111,637	Cyrl.	Lunenburg	Schr—Glt.	1891	Mahone Bay, N.S.	93 2	25 0	9 6	100	Thomas A. Wilson, et al., Bridgewater, N.S.
107,821	Ozar No. 1.	Victoria	Scow—Chd.	1889	Union, B.C.	92 0	27 4	7 0	143	Wallington Colliery Co., Ltd., Victoria, B.C.
.....	D.	Montreal	Scow—Chd.	1888	Batiscan, Que.	114 8	22 1	8 2	196	George Hurteau, Valleyfield, Que.
116,374	D. 5.	Port Arthur	Dredge—Dragne	1887	Duluth, U.S.A.	85 0	30 0	8 5	210	Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,375	D. 30.	"	Scow—Chd.	1887	"	76 0	21 0	10 0	147	"
116,376	D. 32.	"	"	1887	"	90 0	29 0	9 5	231	"
111,489	D. T.	Quebec	Schr—Glt.	1900	Portneuf, Que.	75 6	22 4	7 2	75	Arthur Tremblay, Portneuf, Saguenay Co., Que.
88,418	L. W. B.	St. John, N.B.	"	1884	Westfield, N.B.	88 3	26 8	7 7	121	H. A. Holder, St. John, N.B.
121,633	D. E. Nickerson	Yarmouth	Sloop.	1904	Barrington, N.S.	33 0	11 3	6 0	10	J. L. Nickerson, Clarke's Harbour, N.S.
100,591	D. N. Salvail.	Montreal	Barge—Chd.	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Danesrean, Verchères, Que.
100,638	D. W. Gordon.	Victoria	Sloop.	1882	Victoria, B.C.	39 0	13 0	5 4	12	James E. Butler, M.O., Victoria, B.C.
61,966	D. Oronan	Quebec	Schr—Glt.	1870	Mosher's River, N.S.	51 8	18 0	7 4	40	Anselme Levasseur, Cacouna, Que.
121,950	D. Gill.	Sorel	Sloop.	1906	Pierreville, Que.	107 6	23 2	6 2	117	Adelard Cote, Pierreville, Que.
83,368	D. Talbot	Quebec	Schr—Glt.	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Daffodil.	Chatham, N.B.	"	1891	Caracquet, N.B.	35 6	12 7	4 4	10	T. Ahier, Shippegan, N.B.
112,221	Dahinda.	St. John, N.B.	"	1902	St. John, N.B.	54 4	16 3	6 7	36	William M. Mackay, et al., St. John, N.B.
107,758	Daisy	Charlottetown	"	1901	Cascumpec, P.E.I.	42 4	12 9	4 7	13	John Agnew, Alberton, P.E.I.
92,584	Daisy	"	"	1880	Mal Bay, Que.	63 4	21 0	9 2	70	Richard Morin, Charlottetown, P.E.I.
88,445	Daisy	Halifax	Sloop.	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
*103,496	Daisy	Quebec	Schr—Glt.	1885	Shelburne, N.S.	92 0	24 0	9 5	98	Joseph Blais, Berthier (en bas), Que.
100,068	Daisy	St. John, N.B.	"	1882	Westfield, N.B.	61 7	18 9	4 6	45	Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	"	1884	St. John, N.B.	47 7	15 9	4 1	25	R. A. Elliott, St. John, N.B.

\* Formerly "Loreana Maud."

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103,180	Daisy	Shelburne	Schr—Glt	1885	Green Harbour, N.S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden	Digby	"	1888	Mahone Bay, N.S.	91 2	24 6	9 5	97	Florence S. Daykin, <i>et al.</i> , Digby, N.S.
90,427	Daisy Vaughn	Liverpool	"	1886	Barrington, N.S.	69 0	22 0	7 5	71	A. H. Mulhall, <i>et al.</i> , Liverpool, N.S.,
88,571	Dakota	Montreal	Barge—Chd.	1885	Garden Island, Ont.	170 4	30 6	11 9	516	Montreal Transportation Co., Ltd.
112,340	Damaraland	Liverpool	Schr—Glt	1902	Liverpool, N.S.	113 0	37 4	10 8	199	John G. Porter, Kingston, St. Vincent, B.W.I.
.....	Dan	Montreal	Barge—Chd.	1869	Machimiche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,655	Dandy	Kingston	Sloop	1884	Sealey's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.
107,389	Daniel Lamb	Toronto	Dredge—Drague	1886	Toronto, Ont.	90 0	27 6	4 6	18	Corporation of the City of Toronto Toronto, Ont.
*112,065	Daniel M. Munro	Windsor, N.S.	Barge—Chd.	1882	Dumbarton, G. B.	220 7	35 0	21 0	1138	D. Munro, Windsor, N.S.
122,462	Daniel S.	Yarmouth	Sloop	1906	Cape Island, N.S.	32 0	10 6	6 0	10	Albert P. Ross, Cape Island, N.S.
111,671	Dara C.	Parrabore	Schr—Glt	1901	Port Greville, N.S.	153 4	34 8	12 8	402	John W. Cochrane, <i>et al.</i> , Fox River, N.S.
85,663	Daring	Halifax	"	1880	Sambro, N.S.	44 2	14 7	6 3	18	Charles Slaunwhite, Terence Bay, N.S.
107,708	Darrow	Toronto	House-boat	1897	Penetanguishene, Ont.	49 5	20 0	2 6	91	David Davidson, Penetanguishene Ont.
85,667	Dart	Halifax	Schr—Glt	1882	Chezecook, N.S.	33 5	12 0	4 4	10	George Jullien, Chezecook, N.S.

\* Formerly "Ollivia."

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59,470	Dart.	Pictou, N.S.	Schr—Glt.	{ 1871 } Mahone Bay, N.S. 1895	58 3	18 9	7 5	44 B. Levandier, West Arichat, N.S.
83,021	Dauntless	Wallaceburg	"	1897 Oakville, Ont.	105 5	23 4	9 1	156 M. J. Glass, Sarnia, Ont.
100,884	David Lynch	St. John, N.B.	"	1894 St. John, N.B.	83 0	21 1	8 3	65 J. S. Thomas, et al., St. John, N.B.
103,337	Davidson	Ottawa	Barge—Chd	1892 Hull, Que.	110 7	22 6	7 0	150 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Davie	Toronto	House-boat	1896 Penetanguishene, Ont.	46 0	20 0	2 6	81 David Davidson, Penetanguishene, Ont.
100,636	Dawendeena	Victoria	Sloop	1892 Victoria, B.C.	33 4	11 5	4 5	10 F. T. Schooley, Welland, Ont.
100,606	Dawn	Barrington	Schr—Glt	1893 Shelburne, N.S.	68 0	18 0	7 6	49 H. A. Amiro, West Pubnico, N.S.
100,916	Dawn	Chatham, N.B.	"	1891 Caraquet, N.B.	37 0	12 7	4 6	12 The C. Robin, Collas Co., Ltd., Hali- fax, N.S.
103,853	Dawn	Halifax	Schr—Glt	1897 Owl's Head, N.S.	38 2	14 0	5 4	13 A. G. Heffer, Halifax, N.S.
96,760	Dawn	St. John, N.B.	"	1889 Upper Gagetown, N.B.	39 2	12 8	4 6	12 Chas. L. Currier, Upper Gagetown, N.B.
59,484	Day Spring	Halifax	"	1866 Chester, N.S.	56 2	18 0	7 1	36 Andrew Fougère, River Bourgeoisie, N.S.
107,290	De Champlain	Quebec	Barge—Chd	1897 St. Irénée, Que.	99 7	22 5	7 3	123 Louis Gauthier, St. Irénée, Que.
107,068	Defender	Barrington	Schr—Glt	1901 Coffin's Croft, N.S.	48 0	14 9	5 9	20 M. G. Crocker, Freeport, N.S.
121,910	Defender	"	"	1906 Shelburne, N.S.	74 0	19 7	8 0	53 Paul E. Crowell, Barrington, N.S.
111,711	Defender	Lunenburg	"	1901 Mahone Bay, N.S.	95 6	25 4	10 0	98 Alex. Knickle, Lunenburg, N.S.
103,063	Defender	Yarmouth	"	1895 Pubnico, N.S.	43 2	14 7	6 1	20 John Richardson, Tusket Wedge, N.S.
92,503	Defiance	St. Andrews	"	1894 Lubec, Me., U.S.A.	33 0	12 8	7 0	17 F. Calder, Campo Bello, N.B.
75,647	Defiance	St. Catharines	"	1859 Port Hope, Ont.	102 0	22 0	7 8	89 R. McLaren, St. Catharines, Ont.
.....	Defiance	Toronto	"	1845 Etobicoke, Ont.	49 0	14 0	4 9	26 C. McCraney, Toronto, Ont.
66,069	Delia	Quebec	Barge—Chd	1873 Pointe au Pizeau, Que.	95 0	18 0	6 3	91 A. Malette, Lachine, Que.
111,507	Della B.	St. John, N.B.	Schr—Glt	1900 Greenwich, N.B.	56 0	17 4	5 6	43 James A. Belyea, St. John, N.B.
103,118	Della F. Tarr	St. Andrews	"	1883 Salem, Mass., U.S.A.	56 0	17 0	5 7	94 Chas. Abriel, Spry Bay, N.S.
103,065	Delphis	Montreal	Sloop	1890 Sorel, Que.	92 7	22 7	6 0	91 D. Chausse, Lanoraie, Que.
30,855	Delta	Charlottetown	Schr—Glt	1886 Lunenburg, N.S.	44 4	16 2	7 0	25 A. J. McFayden, Tignish, P.E.I.

† Formerly "Zaida D. Eddy."

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107,699	Delta .....	Toronto .....	House-boat .....	1898	Penetanguishene, Ont. ....	47 0	20 0	3 0	74	David Davidson, Penetanguishene, Ont.
100,277	Delta .....	Windsor, N.S. ....	Schr—Glt .....	1892	Kempt, N.S. ....	118 3	30 5	11 9	287	John W. Baxter, Canning, N.S.
122,267	Derrick Scow No. 1.	Montreal .....	Scow—Chd .....	1906	Montreal, Que. ....	94 5	24 9	5 7	110	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,314	Despatch .....	Halifax .....	Schr—Glt .....	1894	Halifax, N.S. ....	27 4	9 4	4 0	6	George E. Francklyn, jr., Halifax, N.S.
83,492	Deasie .....	Liverpool .....	" .....	1892	Brooklyn, N.S. ....	32 6	11 0	5 1	11	Amasa H. Fiske, Lockport, N.S.
.....	Detroit .....	Montreal .....	Barge—Chd .....	1873	Montreal, Que. ....	149 6	25 7	10 4	350	Montreal Transportation Co., Ltd., Montreal, Que.
71,637	Deux Frères .....	Montreal .....	Barge—Chd .....	1872	Lanoraie, Que .....	99 0	23 0	6 7	102	D. Lacourcière, Batiscan, Que.
80,986	Diamond .....	Halifax .....	Schr—Glt .....	1882	Guyaboro', N.S. ....	80 6	24 0	9 4	98	Arthur and Wilfred Forest, J.O., West Arichat, N.S.
107,407	Diamond .....	Montreal .....	Barge—Chd .....	1899	St. Thomas de Pierreville, Que.	138 6	28 3	12 6	381	Adolphe Lapierre, jr., Pierreville, Que.
103,934	Diamond Jubilee .....	Paspebiac .....	Schr—Glt .....	1897	Carquet, N.B. ....	55 0	17 0	6 5	32	W. Martell, Main-à-Dien, N.S.
94,811	Diana .....	Victoria .....	" .....	1899	Victoria, B.C. ....	65 2	19 9	7 1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,807	Dianthus .....	Halifax .....	" .....	1878	Petite Rivière, N.S. ....	57 0	18 7	7 3	45	L. M. and Moses Reardon, Montague Bridge, P.E.I.
97,089	Dictator .....	Charlottetown .....	" .....	1890	Lunenburg, N.S. ....	76 0	23 6	9 4	78	Mark H. Bonnell, Hopfield, P.E.I.
80,988	Dido .....	Guyaboro' .....	" .....	1883	Isaac's Harbour, N.S. ....	64 8	21 0	7 8	59	Freeman McMillan, Isaac's Harbour, N.S.

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90,834	Diego	Port Medway	Schr—Glt	1895	East Port Medway, N.S.	48 0	16 3	6 8	27	Album Cortum, Chester, N.S.
46,483	Dielytris	Lunenburg	"	1865	Lunenburg, N.S.	71 0	20 3	7 9	58	D. M. McMillan and D. McCaig, Sydney, N.S.
103,864	Dione	Halifax	Sloop	1898	Dartmouth, N.S.	42 8	8 4	5 5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma	Yarmouth	Schr—Glt	1873	Pubnico, N.S.	75 7	21 8	8 1	62	J. T. Dicks and W. C. MacDonald, Georgetown, P.E.I.
103,076	Dipper	Chatham, N.B.	"	1893	Shippegan, N.B.	37 5	12 2	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
96,836	Director	Victoria	"	1890	Lunenburg, N.S.	75 0	23 5	9 0	87	Victoria Sealing Co., Ltd., Victoria, B.C.
92,515	Dispute	St. Andrews	"	1879	St. George, N.B.	80 0	12 0	6 4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie	Toronto	House-boat	1898	Penetanguishene, Ont.	50 0	22 0	3 0	97	David Davidson, Penetanguishene, Ont.
100,583	Dollard	Montreal	Sloop	1892	Pierreville, Que.	101 2	23 1	6 3	89	Calixte Daneau, Notre Dame de Pierreville, Que.
107,067	Dollie Varden	Barrington	Schr—Glt	1877	Clare, N.S.	34 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
122,002	Dolly Grey	Lunenburg	"	1906	Lunenburg, N.S.	41 6	11 2	5 4	13	Samuel Knox, M.O., Kingsburg, N.S.
88,027	Dolly Morden	Wallaceburg	Barge—Chd	1881	Dresden, Ont.	120 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Annapolis Royal	Schr—Glt	1878	Port Williams, N.S.	32 0	12 3	4 8	11	Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin	"	"	1878	Granville, N.S.	35 3	12 3	5 2	11	Elias Woodworth, Granville, N.S.
38,418	Dolphin	Arichat	"	1861	Cheticamp, N.S.	59 1	17 4	7 0	36	A. H. Morrison, Guysboro', N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	44 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
80,030	Dolphin	St. John, N.B.	"	1890	Salmon Bay, N.B.	58 5	20 9	5 3	36	Mrs. E. R. Sabean, St. John, N.B.
107,701	Dolphin	Toronto	House-boat	1890	Penetanguishene, Ont.	46 0	20 0	2 6	71	David Davidson, Penetanguishene, Ont.
107,797	Domain	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	78 8	25 8	7 0	91	Clifford W. Robinson, Moncton, N.B.
85,736	Dominion	Lunenburg	"	1899	Lunenburg, N.S.	77 2	23 7	9 2	96	Andrew Gray, Louisburg, N.S.
116,383	Dominion	Port Arthur	Dredge—Drague	1905	Port Arthur, Ont.	114 0	43 5	12 0	951	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
121,987	Dominion No. 1	Victoria	Barge—Chd	1890	Vancouver, B.C.	72 0	23 0	6 0	47	John J. Goodwin, Victoria, B.C.
122,442	Dominion No. 4	St. John, N.B.	Dredge—Drague	1906	Boston, Mass., U.S.A.	109 7	44 2	8 3	1388	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,700	Don	Toronto	House-boat	1883	Penetanguishene, Ont.	45 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,344	Donzella	Liverpool	Schr—Glt	1882	Vogler's Cove, N.S.	82 4	24 0	10 1	99	E. P. Brown, et al., Halifax, N.S.

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112,155	Dora.....	Chatham, N.B.....	Schr—Glt.....	1901	Miscou, N.B.....	31 0	11 3	4 5	10	Seraphin Dorion, Miscou, N.B.
103,948	Dora.....	".....	".....	1899	Caraget, N.B.....	37 3	12 9	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,917	Dora.....	".....	".....	1890	".....	36 0	12 6	4 6	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
90,871	Dora.....	Parrsboro'.....	".....	1886	Yarmouth, N.S.....	73 0	20 8	7 9	63	Chas. G. Canning, et al., Parrsboro', N.S.
121,686	Dora Lee.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	32 0	11 0	6 0	10	J. P. Cotreau, M.O., Tusket Wedge, N.S.
100,168	Dora Siewerd.....	Victoria.....	Schr—Glt.....	1891	Lunenburg, N.S.....	81 1	24 4	9 3	94	Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester.....	Montreal.....	Barge—Chd.....	1876	Quebec, Que.....	148 5	27 1	11 1	375	Montreal Transportation Co., Ltd., Montreal, Que.
122,053	Dorie.....	Chatham, N.B.....	Schr—Glt.....	1906	Shippagan Island, N.B.....	35 0	12 3	4 4	10	Fabien Chasson (son of Fabien) La- meque, Shippagan Island, N.B.
100,713	Doris.....	Montreal.....	Barge—Chd.....	1883	Pierreville, Que.....	109 0	22 8	10 4	186	Adolf Lomer, Montreal, Que.
*83,446	Doris.....	Victoria.....	Schr—Glt.....	1882	Victoria, B.C.....	68 0	21 5	7 2	60	Victoria Sealing Co., Ltd., Victoria, B.C.
†103,465	Doris Hall.....	Halifax.....	".....	1886	Castine, Me., U.S.A.....	70 8	20 3	7 1	59	Robert Thompson, Wine Harbour, N.S.
107,300	Doris M. Pickup.....	Annapolis Royal.....	".....	1901	Granville, N.S.....	141 0	33 0	12 3	373	Mrs. Hiddie Foore, Mobile, Ala., U.S.A.
111,899	Dorothy.....	St. John, N.B.....	".....	1905	Meteghan River, N.S.....	62 0	19 4	6 6	49	J. H. Longmire, M.O., Bridgetown, N.S.
121,882	Dorothy.....	Yarmouth.....	Sloop.....	1905	Barrington, N.S.....	31 0	10 6	6 0	10	L. H. Smith, et al., Port La Tour, N.S.

\* Formerly "W. P. Sayward." † Formerly "D. F. Patchin."

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117,060	Dorothy Aleta.	Canso.	Schr—Glt.	1907	White Haven, N.S.	36 0	11 2	5 6	11	Wesley Munroe, White Haven, N.S.
117,164	Dorothy M. Porter.	Windsor, N.S.	"	1906	Falmouth, N.S.	98 0	26 7	10 6	168	John G. Porter, Kingston, St. Vincent, B. W. I.
116,540	Douglas Adams.	Lunenburg.	"	1905	Lunenburg, N.S.	93 8	25 0	10 2	99	Henry W. Adams, M.O., Lunenburg, N.S.
100,999	Dove.	Chatham, N.B.	"	1891	Shippegan, N.B.	33 6	12 3	4 8	10	T. Abier, Shippegan, N.B.
117,145	Dove.	Halifax.	"	1905	Petpiswick, N.S.	35 0	11 5	4 8	10	George Myrer, M.O., Petpiswick, N.S.
117,022	Dove.	Sydney.	"	1901	New Campbellton, N.S.	67 1	18 8	7 2	49	Jas. T. Burchell, Port Morien, N.S., and Angus Campbell, Big Bras d'Or, N.S.
94,721	Dove.	Windsor, N.S.	"	1888	Cornwallis, N.S.	43 0	12 7	4 8	17	R. George, Parrsboro, N.S.
92,597	Dread Not.	Sydney.	"	1888	Little Bras d'Or, N.S.	34 4	13 3	5 1	10	Andrew Walsh, Little Bras d'Or, N.S.
57,472	Dreadnaught.	Annapolis Royal.	"	1870	Granville, N.S.	35 5	13 5	5 6	11	William Hamilton, Granville, N.S.
116,671	Dreadnaught.	St. Andrews.	Sloop.	1896	Quaco, N.B.	33 4	13 8	6 0	18	Eaton Green, Grand Manan, N.B.
74,326	Dreadnaught.	St. John, N.B.	Schr—Glt.	1877	Richmond, N.S.	46 6	16 0	5 5	20	John Ross, Cornwallia, N.S.
74,357	Dreadnot.	Halifax.	"	1877	Brulé, N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank.	Southampton.	Dredge—drague.	1892	Bay City, Mich., U.S.A.	78 5	28 0	7 0	154	A. F. Bowman, Southampton, Ont.
107,193	Dredge Hackett.	"	"	1897	Warton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, et al., Southampton, Ont.
122,174	Dredge No. 1.	Port Arthur.	"	1903	Port Arthur, Ont.	65 0	24 0	8 0	176	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
117,102	Dredge No. 2.	Ottawa.	"	.....	.....	84 0	29 5	8 3	247	The Dominion Dredging Co., Ltd., Ottawa, Ont.
121,847	Dredge No. 3.	Toronto.	"	1872	Buffalo, N.Y., U.S.A.	75 2	24 0	6 0	108	The Erie & Ontario Dredging Co. Ltd. Welland, Ont.
117,173	Dredge No. 3.	Windsor, Ont.	"	1902	Bay City, Mich., U.S.A.	76 0	24 0	8 0	186	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,881	Dredge No. 4.	Montreal.	"	1899	Lévis, Que.	90 0	36 1	9 3	436	Harbour Commissioners of Montreal, Que.
116,242	Dredge No. 5.	Sault Ste. Marie.	"	1896	Buffalo, N.Y., U.S.A.	76 0	28 6	8 0	174	W. H. Plummer, Sault Ste. Marie, Ont.
112,010	Dredge No. 6.	Port Arthur.	"	1891	Duluth, Minn., U.S.A.	90 0	24 0	8 4	313	James Whalen, Port Arthur, Ont.
122,173	Dredge No. 7.	"	"	....	"	98 0	30 0	8 0	235	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,394	Dredge No. 8.	"	"	1888	"	96 0	36 0	9 5	415	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,241	Dredge No. 8.	Sault Ste. Marie.	"	1894	Buffalo, N.Y., U.S.A.	82 0	30 0	7 6	187	W. H. Plummer, Sault Ste. Marie, Ont.
107,593	Dredge No. 9.	Owen Sound.	"	....	Lockport, N.Y., U.S.A.	71 0	22 2	7 0	127	A. G. McKay, Owen Sound, Ont.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Constructé en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
117,040	Dredge No. 10.....	Sault Ste. Marie.....	Dredge—Drague.....	1889	Saginaw, Mich., U.S.A.	92 0	32 5	7 0	354	Charles S. Boone, Toronto, Ont.
122,431	Dredge No. 14.....	".....	".....	1891	".....	100 0	34 6	8 0	352	The C. S. Boone Dredging & Con- struction Co., Ltd., Toronto, Ont.
100,310	Dredge No. 15.....	Windsor, Ont.....	".....	1891	Saginaw, Mich., U.S.A.	100 0	34 4	9 5	174	A. F. Bowman, et al., J. O. Southamp- ton, Ont.
116,269	Dredge Simcoe.....	Toronto.....	".....	1901	Beaverton, Ont.....	80 5	28 2	6 0	136	Frederick D. Brown, Toronto, Ont.
74,108	Drucilla May.....	Halifax.....	Schr—Glt.....	1877	Shoal Bay, N.S.....	39 5	14 8	6 0	19	J. G. Morrison, Englishtown, N.S.
80,087	Druid.....	St. John, N.B.....	".....	1882	Portland, N.B.....	81 3	27 2	7 5	97	J. H. Driscoll, St. John, N.B.
86,283	Drumnuir.....	Victoria.....	Ship.....	1883	Liverpool, G.B.....	270 5	39 2	24 0	1798	The Ship 'Drumnuir' Co., Ltd., Vic- toria, B.C.
116,912	Drusie.....	Paspebiac.....	Schr—Glt.....	1906	Liverpool, N.S.....	100 3	25 5	9 5	98	John C. Le Quesne, et al., Paspebiac, Que.
107,625	Dryfe.....	New Westminster.....	Barge—Chd.....	1898	Vancouver, B.C.....	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,428	Duchess.....	Halifax.....	Schr—Glt.....	1902	Indian Harbour, N.S.....	38 5	11 7	6 0	12	A. A. Zwicker, Indian Harbour, N.S.
90,812	Dude.....	Port Hope.....	Sloop.....	1880	Sodus Point, N.Y., U.S.A.	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
107,443	Duff.....	Vancouver.....	Scow—Chd.....	1898	Vancouver, B.C.....	98 6	23 0	5 8	101	British American Corporation, Ltd., Rossland, B.C.
123,068	Duke of York.....	Montreal.....	Dredge—drague.....	1903	Montreal, Que.....	74 5	25 1	6 0	144	W. J. Poupore, Montreal, Que.
.....	Duluth.....	".....	Barge—Chd.....	1873	Quebec, Que.....	139 0	26 0	10 0	337	Montreal Transportation Co., Ltd., Montreal, Que.



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117, 109	Dun Donald.	Ottawa.	Houseboat.	1904	Sturgeon Falls, Ont.	64 0	18 0	7 0	64	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
Dundee		Montreal.	Bk-Bq	1870	St. Catharines, Ont.	126 2	23 6	10 0	262	Hugh Kelly, Toronto, Ont.
103, 250	Dunmore.	"	Schr-Glt	1895	Kingston, Ont.	182 5	34 9	11 9	590	Montreal Transportation Co., Ltd., Montreal, Que.
103, 384	Dunrobin.	Winnipeg.	Barge-Chd	1895	Keewatin, Ont.	47 6	13 2	5 4	20	Dominion Fish Co., Ltd., Winnipeg, Man.
75, 624	Dwina.	Shelburne.	Schr-Glt	1878	Port le Bear, N.S.	67 0	21 0	7 0	52	Wm. L. and A. E. Michaud, Richibucto, N.B.
107, 455	E. C. E. 1	Vancouver.	Scow-Chd	1893	Vancouver B.C.	76 0	27 2	6 5	116	George Coleman, Vancouver, B.C.
112, 261	E. C. E. No. 9.	"	"	1901	"	87 6	28 7	6 8	142	"
112, 252	E. C. E. No. 10.	"	"	1902	"	87 4	28 5	6 8	142	"
112, 255	E. C. E. No. 11.	"	"	1902	"	87 6	28 5	6 8	142	"
111, 826	E. C. No. 1.	"	"	1899	"	79 3	30 0	7 0	143	Edward Cook Vancouver, B.C.
111, 814	E. C. No. 2.	Vancouver.	Scow-Chd	1901	"	70 0	22 5	6 1	85	"
111, 821	E. C. No. 3.	"	"	1886	"	79 3	27 0	6 0	114	"
112, 240	E. C. No. V	"	"	1901	"	75 0	25 0	6 6	105	"
116, 458	E. H. H. & Co. No. 2	"	"	1902	"	65 2	22 0	5 0	53	Ed. H. Heaps, et al., Vancouver, B.C.
*100, 762	E. A. Fulton.	Sarnia.	Schr-Glt	1863	Toledo, Ohio, U.S.A.	137 0	25 0	10 3	288	Frank Jackson and R. Philip, J.O., Toronto, Ont.
103, 285	E. A. Lombard.	St. John, N.B.	"	1864	Essex, Mass., U.S.A.	76 6	21 5	7 3	63	H. J. Marson, St. John, N.B.
90, 479	E. A. O'Brien.	Matland.	Bk-Bq	1891	Noel, N.S.	185 0	37 4	21 3	1087	G. A. Slawenwhite, [M.O., Mahone Bay, N.S.
90, 839	E. A. Sabean.	Port Medway.	Schr-Glt	1901	Liverpool, N.S.	121 8	30 2	11 1	249	Amos Sabean, et al., Port Medway, N.S.
83, 232	E. B. Osbwell.	St. John, N.B.	"	1883	Carleton, N.B.	44 6	14 3	5 9	19	Robt. and John Barry, Beaver Harbour, N.B.
194, 810	E. B. McGavin.	Victoria.	"	1884	Kennebunk, Me., U.S.A.	92 2	24 4	8 8	96	Victoria Sealing Co., Ltd., Victoria, B.C.
107, 254	E. C. Ward.	New Westminster.	"	1896	Fairhaven, Wash., U.S.A.	27 5	10 6	4 1	10	Wm. Orrickshank, New Westminster, B.C.
77, 494	E. D. Myra.	Halifax.	"	1878	LaHave, N.S.	60 0	19 8	7 5	43	G. B. McLeod, French River, P.E.I.
61, 123	E. G. Benedict.	Montreal.	"	1869	Mill Point, Ont.	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.

\* Formerly "A. Boody." + Foreign name "Mollie Adama."

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116,877	E. G. Lewis	St. Catharines	Barge—Chd	1881	Port Dalhousie, Ont.	96 0	18 0	8 6	113	Abraham H. Bradley, Marshville, Ont.
77,694	E. H. Rutherford	Hamilton	Schr—Glt	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	Robt. Crawford, Kingston, Ont.
122,191	E. J. Fader No. 3	New Westminster	Barge—Chd	1907	New Westminster, B.C.	86 0	24 0	7 0	143	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
100,129	E. J. McVea	Wallaceburg	Schr—Glt	1873	Allegany, Mich., U.S.A.	140 4	25 7	10 2	276	W. W. Stover, Sombra, Ont.
59,373	E. M. Oliver	St. Andrews	"	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Harbour, N.B.
116,506	E. M. Zellars	Lunenburg	"	1904	Lunenburg, N.S.	82 5	24 0	9 0	84	Emanuel Zellars, M. O., Lunenburg, N.S.
71,267	R. C. Proctor	Cobourg	"	1878	Brighton, Ont.	109 4	25 5	9 2	163	J. E. Proctor, Brighton, Ont.
73,083	E. Bonaventure	Montreal	Barge—Chd	1874	Lanoraie, Que.	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.
103,550	E. Maurics	Halifax	Schr—Glt	1896	Ship Harbour, N.S.	61 5	18 2	6 7	46	Wm. Maurics, Bay St. George, Nfld.
103,739	E. Mayfield	Parrsboro'	"	1898	Parrsboro', N.S.	70 7	22 2	7 3	75	B. E. Merriam, Parrsboro', N.S.
80,395	E. Merriam	"	"	1892	"	132 1	31 3	12 9	331	F. C. Beatsey, St. John, N.B.
97,192	Eagle	Chatham, N.B.	"	1891	Tracadie, N.B.	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.
100,998	Eagle	"	"	1892	Shippegan, N.B.	83 0	12 2	4 4	10	T. Ahier, Shippegan, N.B.
.....	Eagle	Montreal	Barge—Chd	1872	Quebec, Que.	136 5	28 0	9 8	316	Montreal Transportation Co., Ltd., Montreal, Que.

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83,113	Eagle	Halifax	Sloop	1880	Lunenburg, N.S.	24 4	9 7	3 5	3	Lt. Douglas G. Prinsep, R.A., Halifax, N.S.
107,294	Earl D.	Annapolis Royal	Schr—Glt	1900	Port George, N.S.	74 0	21 8	7 7	61	Elias Woodworth, Port George, N.S.
116,904	Earl Grey	Parrsboro	"	1906	Port Greville, N.S.	144 3	34 0	12 1	379	J. N. Pugsley, M.O., Parrsboro, N.S.
122,008	Earl Grey	Lunenburg	"	1907	Lunenburg, N.S.	94 2	24 7	10 2	96	Freeman Corkum, et al., Lunenburg, N.S.
103,013	Earl of Aberdeen	Parrsboro	"	1894	Parrsboro, N.S.	154 7	35 2	12 6	416	C. C. Langill, M.O., et al., Parrsboro, N.S.
111,730	Earle V. S.	Lunenburg	"	1902	Mahone Bay, N.S.	93 2	25 0	9 6	100	John B. Young, Lunenburg, N.S.
64,711	Early Dawn	Arsicat	"	1872	Port Hawkesbury, N.S.	45 3	15 7	5 8	26	Geo. H. Bissett, River Bourgeois, N.S.
74,091	Eastern Clipper	Halifax	"	1861	Georgetown, P.E.I.	58 5	18 4	6 3	35	M. S. Magrath, East Dover, N.S.
107,608	Eastern Light	Weymouth	"	1902	Weymouth, N.S.	49 0	17 0	6 0	40	Austin Levi, Grand Manan, N.B.
37,445	Echo	Liverpool	"	1836	Shelburne, N.S.	48 0	12 9	7 3	34	David Condon and John De Molitor, Halifax, N.S.
	Echo	Toronto	"	1869	Toronto, Ont.	69 0	14 4	5 7	50	D. C. Smith, Belleville, Ont.
103,479	Echo	Victoria	"	1891	Fairhaven, Wash., U.S.A.	47 8	13 7	5	24	Miss Mary L. Jones, Victoria, B.C.
76,813	Eclipse	Halifax	"	1877	Port Piswick, N.S.	55 0	19 8	8 0	52	Constant Garnier, Bay St. George, Nfld.
83,261	Economist	Digby	"	1883	Granville, N.S.	36 5	14 3	5 6	14	Jessie Parker, Paul's Harbour, N.S.
42,726	Ecossaise	Quebec	"	1860	Malbaie, Que.	46 4	15 8	6 0	23	Bernadin Caron, Malbaie, Que.
111,835	Eddé Theriault	Weymouth	"	1904	Belliveau's Cove, N.S.	104 0	27 3	10 0	163	Peter A. Theriault, et al., Belliveau's Cove, N.S.
116,313	Eddie	Amherstburg	"	1892	Mount Clements, U.S.A.	59 5	17 6	3 6	29	H. A. Hackett, Amherstburg, Ont.
103,063	Eddie C.	Yarmouth	"	1892	Argyle, N.S.	32 0	10 5	5 0	11	Leander Amiro, Pubnico, N.S.
121,791	Eddie C.	"	Sloop	1905	Port Clyde, N.S.	30 0	11 0	6 0	10	C. D. Cooke, Port la Tour, N.S.
103,066	Eddie J.	"	Schr—Glt	1895	Pubnico, N.S.	49 8	17 0	6 7	23	A. M. D'Entremont, et al., Pubnico, N.S.
116,205	Eddie James	"	"	1903	Shelburne, N.S.	78 0	22 6	9 0	79	Henry A. Amiro, West Pubnico, N.S.
121,800	Edessa	"	Sloop	1905	Shelburne, N.S.	38 0	12 2	6 6	15	J. B. Clements, Yarmouth, N.S.
96,976	Edith	Halifax	"	1892	Sable River, N.S.	54 0	17 5	7 4	40	J. H. McDonald, Gabaroue, N.S.
100,339	Edith	Maitland	"	1894	Maitland, N.S.	69 7	18 5	5 7	45	R. H. Putnam, Onslow, N.S.
96,865	Edith	Prescott	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	353	The Canada Sugar Refining Co., Ltd. Montreal, Que.

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116,528	Edith F. S. ....	Lunenburg .....	Schr—Glt .....	1866	La Have, N.S. ....	69 4	21 8	8 5	67	Isaac D. Mason, Lunenburg, N.S.
85,638	Edith L. ....	Digby .....	" .....	1883	Westport, N.S. ....	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L. ....	" .....	" .....	1902	Port Maitland, N.S. ....	46 6	13 0	6 0	28	Maynard Young, West Dover, N.S.
103,060	Edith M. ....	Quebec .....	" .....	1896	Argyle, N.S. ....	48 0	15 5	5 3	20	Zoe Jomphe, Seven Islands, Que.
116,830	Edith Pauline .....	Barrington .....	Sloop .....	1903	Shelburne, N.S. ....	32 0	11 0	6 0	10	Reuben C. Swim, Clarke's Harbour, N.S.
116,491	Edith R. Balcom. ....	Lunenburg .....	Schr—Glt .....	1903	Lunenburg, N.S. ....	98 0	25 9	9 7	100	Reuben Balcom, et al., Victoria, B.C.
121,828	Edmond .....	Montreal .....	Sloop .....	1906	Leclercville, Lotbinière, Que. ....	75 1	6 6	8 6	68	Edmond Perusse, Leclercville, Lotbinière, Que.
116,967	Edmund Hall No. 1. ....	Sarnia .....	Dredge—Dredge .....	1896	Bay City, U.S.A. ....	79 0	30 0	7 0	246	The Canada Construction & Dredging Co., Ltd., Toronto, Ont.
61,606	Edmund Russell .....	Arichat .....	Schr—Glt .....	1871	Isaac's Harbour, N.S. ....	47 0	15 6	6 0	28	William F. Harris, Cheticamp, N.S.
96,864	Edna .....	Quebec .....	Barge—Ohd .....	1897	Montreal, Que. ....	129 4	28 0	11 2	399	F. and W. J. Carbray, Quebec, Que.
107,075	Edna .....	St. John, N.B. ....	Sloop .....	1898	St. John, N.B. ....	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.
107,919	Edna Belle .....	St. Andrews .....	Sloop .....	1900	West Isles, N.B. ....	26 0	12 7	5 2	14	Walter Okeney, Grand Manan, N.B.
116,239	Edna L. ....	Digby .....	Schr—Glt .....	1905	Roseway, N.S. ....	31 5	11 3	5 5	11	K. H. A. Lewis, M.O., Roseway, N.S.
122,570	Edna M. ....	Yarmouth .....	Sloop .....	1907	Shag Harbour, N.S. ....	34 0	11 0	6 0	11	William J. Halliday, Shag Harbour, N.S.

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112,239	Edna M. Smith.	St. John, N.B.	Bk-Bq	1903	Harvey Bank, N.B.	164 9	35 1	18 0	736	John N. Smith, <i>et al.</i> , Lower Coverdale, N.B.
116,909	Edna May	Parrsboro'	Schr-Glt	1907	Parrsboro', N.S.	64 3	22 0	6 8	62	John Woods, M.O., Parrsboro', N.S.
112,003	Edna V. Pickels.	Annapolis Royal.	"	1905	Salmon River, N.S.	164 5	35 0	12 0	389	F. W. Pickels, M. O., Annapolis Royal, N.S.
107,887	Edouard Dina	Montreal.	Sloop	1899	Notre Dame de Pierreville, Que.	77 8	19 2	5 4	50	Adrien Leveillé, St. Michel d'Yamaska, Que.
117,103	Edson Fitch.	Ottawa	Barge-Clid	1904	Hull, Que.	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,449	Edward	"	"	1839	Buckingham, Que.	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.
107,964	Edward Grover.	Lunenburg.	Schr-Glt	1874	Essex, Mass., U.S.A.	79 6	21 6	7 8	69	Geo. A. Cruikshank, Sydney, N.S.
103,114	Edward Mores.	St. Andrews.	"	1888	Friendship, Me., U.S.A.	56 0	17 6	6 3	32	A. Calder, jr., Campo Bello, N.B.
74,101	Edward S. Falt.	Halifax.	"	1877	Petite Rivière, N.S.	68 5	20 6	8 2	68	J. C. Seeley, Bonne Bay, Nfld.
*116,846	Edward S. Pease.	Owen Sound.	Barge-Clid			160 0	25 6	11 0	388	The Crawford Tug Co., Ltd., Wiar-ton, Ont.
117,033	Edwards Bros. No. 3	Sault Ste. Marie.	Dredge—drague	1902	Sault Ste Marie, Mich., U.S.A.	63 0	22 0	5 4	202	Jacob Stevenson, Sault Ste. Marie, Ont.
103,106	Edwidge	Montreal.	Sloop	1894	Yamaska, Que.	107 2	23 0	9 6	173	Jos. Daneau, Pierreville, Que.
97,060	Edwin A. Grozier.	Charlottetown.	Schr-Glt	1862	Essex, Mass., U.S.A.	69 0	19 8	7 4	57	Neil McDougall, Charlottetown, P.E.I.
97,023	Edwina	Barrington	Schr-Glt	1889	Shag Harbour, N.S.	34 0	11 9	5 3	11	Moses Penny, Oape Island, N.S.
111,715	Edyth.	Lunenburg.	"	1901	Mahone Bay, N.S.	120 4	27 2	11 2	198	Abraham Ernst, Mahone Bay, N.S.
103,739	Effe B. Nickerson.	Shelburne	Sloop	1898	Shelburne, N.S.	44 0	17 0	7 3	22	A. Stanley and J. E. Gaskill, Grand Manan, N.B.
111,426	Effe Howard.	Halifax.	Schr-Glt	1902	Sheet Harbour, N.S.	45 9	13 6	6 2	23	Edward R. Heather, Pugwash, N.S.
80,721	Effe Maud.	Quebec.	"	1879	Métis, Que.	68 1	20 9	7 5	66	Joseph Guimont, Matane, Que.
100,876	Effe Maud.	St. John, N.B.	"	1893	Newcastle, N.B.	62 1	22 0	5 9	62	Fred Gough, St. Martin's, N.B.
116,512	Effe May	Lunenburg	"	1904	Lunenburg, N.S.	64 2	18 7	7 8	49	Mrs. Dorothy E. Nauss, Dartmouth, N.S.
107,736	Effe May	St. John, N.B.	"	1899	Cumberland Bay, N.B.	69 9	24 5	6 5	67	M. Kennie and D. Olliver, Waterborough, N.B.
76,421	Effe Young	Annapolis Royal.	"	1877	Granville, N.S.	83 4	24 0	8 5	119	A. Elliott, Fort George, N.S.
107,268	Effort	"	"	1901	"	73 0	22 7	8 0	63	James E. Ogilvie, Parrsboro', N.S.
92,649	Effort	Wallaceburg.	Barge-Clid	1889	Wallaceburg, Ont.	72 8	20 8	4 5	51	Mrs. Marion Ribble, Dresden, Ont.
80,068	Egeria.	St. John, N.B.	Bk-Bq	1879	Harvey, N.B.	173 1	35 9	19 5	897	E. E. Hutchins, New York, U.S.A.

\* Formerly a steamer.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry — Port d'enregistrement.	Rig. — Grément.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10es.	Breadth in feet and 10ths. — Largeur en pieds et 10es.	Depth in feet and 10ths. — Profondeur en pieds et 10es.	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
.....	Eight (8) .....	Montreal .....	Barge—Chd .....	1871 .....	Pierreville, Que .....	93 3	19 0	4 0	99	N. Vigneau, Montreal, Que.
121,730	Eileen .....	Vancouver .....	Yawl—Yole .....	1904 .....	Vancouver, B.C. ....	23 1	9 0	4 4	8	Walter E. Graveley, Vancouver, B.C.
77,603	Eldon C. ....	Halifax .....	Schr—Glt .....	1878 .....	La Have, N.S. ....	50 0	17 0	6 5	27	Angus Bowser Halifax, N.S.
121,866	Eldora .....	Lunenburg .....	" .....	1906 .....	" .....	76 6	22 6	9 0	79	Amiel Corkum, M.O., LaHave, N.S.
53,811	Electric Flash .....	Halifax .....	" .....	1869 .....	Vogler's Cove, N.S. ....	67 0	21 0	7 6	53	Mrs. Annie Poirier, Montague Bridge, P.E.I.
80,790	Electric Light .....	Digby .....	" .....	1881 .....	Freeport, N.S. ....	52 4	18 3	6 8	34	G. H. McCormack, et al., Digby, N.S.
112,099	Electro .....	Lunenburg .....	" .....	1902 .....	La Have, N.S. ....	80 0	23 2	9 2	88	Edmund B. Walters, La Have, N.S.
107,150	Electron .....	Vancouver .....	Scow—Chd .....	1890 .....	Victoria, B.C. ....	72 8	20 2	6 0	64	Canadian Pacific Railway Co., Montreal, Que.
116,605	Elevator Dredge Premier .....	Montreal .....	Dredge—Drague .....	1905 .....	Montreal, Que .....	86 0	31 5	9 2	177	F. Gilbert, Montreal, Que.
116,979	Elie Anne .....	Chatham, N.B. ....	Schr—Glt .....	1905 .....	Caracquet, N.B. ....	40 0	13 2	5 8	17	Joseph Dorion (son of Jules) Caracquet, N.B.
88,408	Elihu Burritt .....	Parrsboro' .....	" .....	1858 .....	Gloucester, Mass., U.S.A.	63 6	18 6	7 0	50	J. W. Spicer, Spencer's Island, N.S.
73,012	Elias .....	Quebec .....	Barge—Chd .....	1875 .....	St. Jean Deschailons ..	82 7	21 5	6 4	81	Gédéon Goyer, Montreal, Que.
103,109	Elise .....	Montreal .....	Sloop .....	1894 .....	St. Thomas, Que .....	130 2	29 3	11 4	321	J. Abbotts, Montreal, Que.
92,465	Elisha Crowell .....	Halifax .....	Schr—Glt .....	1896 .....	Essex, Mass., U.S.A. ....	72 5	20 9	7 7	49	S. R. Giffin, Isaac's Harbour, N.S.

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103,590	Eliza	Chatham, N.B.	Schr—Glt	1896	Caraquet, N.B.	38 0	13 1	4 8	13	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,293	Eliza	"	"	1891	Shippegan, N.B.	37 6	13 6	5 0	15	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
71,616	Eliza	Montreal	Sloop	1873	Yamaska, Que.	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que.
71,138	Eliza Allan	Port Dover	Schr—Glt	1876	Port Dover, Ont.	84 6	21 1	7 7	110	Ed. Harris, Port Dover, Ont.
59,391	Eliza Ann	St. Andrews	"	1877	Grand Manan, N.B.	31 2	12 0	5 0	12	John Wills, Grand Manan, N.B.
103,536	Eliza C	Halifax	"	1896	Chesetcook, N.S.	45 4	14 6	5 3	17	D. E. Conrad, M.O., Chesetcook, N.S.
	Eliza Fisher	Port Hope	"	1897	Portsmouth, U.S.A.	94 2	24 4	9 3	137	R. C. Smith, Port Hope, Ont.
116,821	Eliza Goreham	Barrington	"	1904	Port Clyde, N.S.	83 3	22 6	8 2	79	Charles A. Goreham, et al., Wood's Harbour, N.S.
92,464	Eliza M.	Chatham, N.B.	"	1898	New London, P.E.I.	43 5	14 2	5 3	18	Jos. L. Shea, Lot No. 1, P.E.I.
90,557	Eliza White	Kingston	"	1887 } 1887 }	Port Burwell, Ont.	93 0	23 3	8 3	106	P. McManus, Picton, Ont.
111,522	Elizabeth	Digby	Sloop	1900	Comeauville, N.S.	36 5	14 0	7 0	21	E. C. Comeau, et al., Comeauville, N.S.
51,791	Elizabeth	Liverpool	Schr—Glt	1896	Port Mouton, N.S.	40 0	14 8	6 5	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1899	Malbaie, Que.	50 0	15 0	5 7	27	J. Caron, Macnider, Que.
103,325	Elizabeth Ann	Port Hawkesbury	"	1899	Cheticamp, N.S.	34 6	11 3	5 5	11	David Bourgeois, Cheticamp, N.S.
96,768	Elizabeth Ann	Port Hawkesbury	"	1891	Cheticamp, N.S.	32 2	11 2	4 9	11	C. Robin, Collas & Co., Ltd., Jersey.
88,503	Elizabeth Nash	Sydney	"	1883	George's River, N.S.	50 0	18 8	7 2	36	J. H. Christie, Little Bras d'Or, N.S.
	Elk	Hamilton	"	1856	Port Robinson, Ont.	102 0	21 2	10 0	180	E. H. Butters, New York, U.S.A.
83,308	Elia	Liverpool	"	1879	Brooklyn, N.S.	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.
75,824	Elia B.	Halifax	"	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	62	John Jimeau, North Sydney, N.S.
88,069	Elia Clarissa Eddy	Ottawa	Barge—Chd	1881	Hull, Que.	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,481	Elia D	Halifax	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
116,928	Elia G.	Victoria	"		Ballard, Wash., U.S.A.	49 4	13 6	6 6	16	J. C. Vosa, Victoria, B.C.
116,872	Elia M.	St. Catharines	Dredge—Drage	1904	Welland, Ont.	101 0	37 0	9 2	384	M. J. Hogan, Montreal, Que.
80,882	Elia Mabel	St. Andrews	Schr—Glt	1890	St. George, N.B.	34 6	12 4	7 0	14	Alec Calder, jr., Campo Bello, N.B.
121,994	Elia Mason	Lunenburg	"	1906	Lunenburg, N.S.	74 2	22 4	8 7	74	Isaac D. Mason, M.O., Lunenburg, N.S.

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90,712	Ella May	Halifax	Schr—Glt	1885	Chester, N.S.	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
122,424	Ella May	Halifax	"	1907	Allendale, N.S.	69 9	19 0	8 7	57	Ainsley Hubley, M.O., Hackett's Cove, N.S.
80,832	Ella May	Lunenburg	"	1880	West Dublin, N.S.	37 0	12 1 <sup>2</sup>	5 4	16	Chas. Tufts, Dartmouth, N.S.
103,328	Ella May	Port Hawkesbury	"	1900	Steep Creek, N.S.	54 0	14 8	7 5	34	Hibbert Carr, Steep Creek, N.S.
107,312	Ella S	Halifax	"	1893	Spry Bay, N.S.	31 2	9 8	5 4	10	James Glawson, Popes' Harbour, N.S.
88,564	Ellen A. Read	Yarmouth	Ship—3 m.	1884	Tusket, N.S.	230 5	41 6	24 0	1750	Robert Moore, London, Eng.
107,127	Ellen L. Maxner	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	87 5	23 5	9 3	93	L. A. Hirdle, et al. Lunenburg, N.S.
72,090	Ellen Mary	Aricat	"	{ 1878 } { 1891 }	Cheticamp, C.B.	61 9	18 3	6 9	45	Paul M. Fougere, M. O., Poulamond, N.S.
90,726	Ellen Maud	Halifax	"	1887	Mahone Bay, N.S.	40 4	13 9	6 0	16	W. H. Whiston, Halifax, N.S.
69,173	Ellen May	Pictou, N.S.	"	1873	Lunenburg, N.S.	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.
107,343	Ellen R	Yarmouth	"	1901	Pubnico, N.S.	44 2	15 5	5 4	20	John D. Forbes, Wood's Harbour, N.S.
74,074	Ellie	Halifax	"	1876	West Dublin, N.S.	84 0	24 0	9 7	98	The Port Hood Coal Co., Ltd., Halifax, N.S.
116,621	Ellwood	Sydney	"	1906	Lunenburg, N.S.	48 5	13 5	6 1	16	Daniel Gillies, Sydney, C.B.
107,637	Ellwood	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thos. H. Wormop, Atlin, B.C.



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77,740	Elmer	Digby	Schr—Glt	1879 Beaver River, N.S.	41	4	14	0	5	4	15	John W. Snow, Granville, N.S.
85,466	Elmire	Quebec	"	1883 Anse St. Jean, Que.	57	6	20	0	7	8	49	Louis Lessard, Quebec, Que.
100,189	Elsie	Montreal	Sloop	1889 Boston, Mass., U.S.A.	20	4	6	8	1	9	1	Robt. C. Nelles, Montreal, Que.
83,205	Elsie	Windsor, N.S.	Schr—Glt	1881 Parrsboro', N.S.	34	9	13	4	4	9	10	Andrew Miller, St. John, N.B.
111,633	Elsie F.	Lunenburg	"	1900 Chester Basin, N.S.	56	2	20	6	8	4	63	James Freda, Chester, N.S.
103,785	Elva	Shelburne	"	1897 Shelburne, N.S.	98	0	24	0	9	0	119	Ed. A. Dunphy, Shelburne, N.S.
122,470	Elva Belle	Yarmouth	Sloop	1906 Clyde, N.S.	32	0	11	2	6	0	11	Elam Thomas, M. O., Cape Negro, N.S.
103,424	Elva M.	Charlottetown	Schr—Glt	1895 Mahone Bay, N.S.	79	6	23	3	9	3	92	Edward Boswell, Victoria, P.E.I.
112,262	Elzear	Montreal	Sloop	1902 Yamaaka, Que.	86	0	22	0	5	8	82	Delphis Millette, Sorel, Que.
75,432	Emaroy	Ottawa	Barge—Chd	1897 Ticonderoga, N.Y., U.S.A.	86	0	14	7	6	6	79	Nelson Flowers, Ottawa, Ont.
107,718	Emblem	Vancouver	Scow—Chd	1896 Ladner, B.C.	41	5	12	0	2	7	10	Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729	Emelia	Quebec	Schr—Glt	1890 St. Irénée, Que.	44	5	16	5	5	9	25	David Toussaint, St. Jean Port Joli, Que.
53,819	Emelia	"	"	1894 Lotbinière, Que.	63	8	20	0	6	5	47	Eugène Singelet, Les Escoumains, Que.
103,749	Emerald	Digby	"	1896 La Have, N.S.	52	9	17	3	6	5	29	John H. Syda, et al., Digby N.S.
85,417	Emerald	St. Catharines	Blk—Bq	1872 Port Colborne, Ont.	139	0	25	6	11	5	323	F. McMaster, Deseronto, Ont.
107,372	Emerald	Sydney	Schr—Glt	1899 Aspy Bay, N.S.	44	5	13	7	5	3	15	John Buchanan, St. Ann's, C.B., N.S.
103,246	Émérillon	Montreal	Sloop	1894 St. Thomas, Que.	90	1	21	4	5	2	84	A. Gervais, St. Michel d'Yamaska, Que.
116,446	Emerson Faye	Digby	Schr—Glt	1904 Shelburne, N.S.	66	0	18	4	7	8	47	Milton Hains and Edwin Hains, Freeport, N.S.
88,293	Emery	Quebec	Barge—Chd	1894 St. Ours, Que.	99	5	21	8	6	5	97	F. Paul, St. Pierre de Sorel, Que.
80,578	Emery Bailey	Windsor, Ont.	Schr—Glt	1868 Toledo, Ohio, U.S.A.	70	0	17	9	4	2	47	R. Smith, Oakville, Ont.
100,801	Emigrant	Victoria	Scow—Chd	1890 Port Discovery, Wash., U.S.A.	82	0	24	8	5	0	78	Wm. J. Macaulay, Victoria, B.C.
107,226	Emile	Quebec	Schr—Glt	1897 St. Thomas, Que.	65	6	22	1	6	6	55	F. Morel and Joseph Gagné, St. Anne de la Pocatière, Que.
103,150	Emile Vézina	"	Sloop	1894 Isle aux Grues, Que.	53	2	19	6	4	4	31	Emilien Vézina, Isle aux Grues, Que.
111,680	Emily	Parrsboro'	Schr—Glt	1902 Spencer's Island, N.S.	64	6	23	1	6	5	59	G.A. Morris, et al., Advocate Harbour, N.S.
94,844	Emily	Windsor, Ont.	Scow—Chd	1890 Belle River, Ont.	62	4	15	1	3	0	29	E. Parent, Belle River, Ont.

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116,554	Emily Anderson...	Maitland...	Schr—Glt...	1906	Lower Selmah, N.S.	118 4	30 6	10 0	218	William Anthony, Maitland, N.S.
112,362	Emily B. Maxwell..	Port Hope.....	"	1881	Manitowoc, Wis. U.S.A.	148 5	30 3	10 6	327	James H. Peacock, M.O., Port Hope, Ont.
121,657	Emily C.....	Yarmouth.....	Sloop	1905	Meteghan, N.S.	33 0	10 4	6 0	11	N. Comeau, Meteghan, N.S.
103,492	Emily L.....	Lunenburg.....	Schr—Glt	1895	Malone Bay, N.S.	35 8	11 2	4 6	10	John F. Ryan, Halifax, N.S.
96,723	Enna.....	Chatham, N.B.	"	1889	Shippegan, N.B.	36 5	13 0	5 0	15	Sebastian Noël, Shippegan, N.B.
92,685	Enna.....	Gaspé.....	"	1890	Sydenham, Gaspé, Que.	39 5	13 1	5 5	19	Thos. Kennedy, Douglastown, Que.
.....	Enna.....	Montreal.....	Barge—Chd	1864	Yamaska, Que.	87 8	22 3	5 6	81	Moise Lamirande, St. Thomas, Que.
85,776	Enna.....	"	Sloop	1883	Lachine, Que.	96 0	19 0	6 4	99	P. St. Denis, Lachine, Que.
83,062	Enna.....	Pictou, N.S.	Schr—Glt	1890	Margaree, N.S.	42 0	15 0	6 5	24	H. Hayden, River John, N.S.
103,988	Enna.....	Quebec.....	"	1897	Berthier, Que.	36 0	12 4	5 0	13	Jos. Bilodeau, Berthier, Que.
111,493	Enna.....	"	"	1900	Mille Vaches, Que.	62 2	20 4	6 6	53	Charles Gagnon, St. Siméon, Que.
92,516	Enna.....	St. Andrews.....	"	1873	Essex, Mass., U.S.A.	47 0	13 3	5 0	22	Walter Calder, Campo Bello, N.B.
121,884	Enna B.....	Yarmouth.....	Sloop.....	1905	Cape Island, N.S.	31 0	10 6	6 0	10	Walter S. Ross, Cape Island, N.S.
103,542	Enna Brow.....	Halifax.....	Schr—Glt	1896	Harbour au Bouche, N.S.	43 0	13 4	6 4	17	F. Fougere, Harbour au Bouche, N.S.

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79,913	Emma C.....	Annapolis Royal...	Schr—Glt	1883	Dorchester, N.B.	76 7	25 1	8 3	100	Isaac Hutchison, Brighton, N.S.
107,604	Emma D.....	Weymouth.....	"	1900	Mavillette, N.S.	42 0	13 3	6 0	20	Théophile Doucette, Mavillette, N.S.
57,476	Emma E. Potter....	Annapolis Royal....	"	{ 1870 1894 }	Clements, N.S.	93 6	24 5	8 0	98	Samuel Potter, Clementsport, N.S.
122,025	Emma E. Whidden....	Liverpool.....	"	1907	Liverpool, N.S.	118 4	31 3	10 9	199	C. E. Whidden and Daniel McKinnon, Antigonish, N.S.
85,738	Emma F. ....	Lunenburg.....	"	1881	Port Medway, N.S.	35 3	11 8	5 6	13	Mrs. Eliza Cook, Halifax, N.S.
71,357	Emma Gidney.....	Halifax.....	"	1876	Mink Cove, N.S.	61 0	18 5	7 5	48	J. P. Savage, Amherst, Magdalen Islands, Que.
121,992	Emma H.....	Lunenburg.....	"	1906	Mahone Bay, N.S.	73 0	22 7	8 3	71	Abraham Ernst, M.O., Mahone Bay, N.S.
117,054	Emma Jane.....	Canso.....	"	1906	Whit Haven, N.S.	38 0	13 3	7 0	16	John L. George, White Haven, N.S.
83,083	Emma Proctor.....	Port Hawkesbury...	"	1881	Port Hawkesbury, N.S.	58 0	20 0	7 8	41	Alex. F. Cameron, Sherbrooke, N.S.
85,439	Emma R. Smith.....	Windsor, N.S.	"	1883	Horton, N.S.	131 0	30 0	15 8	386	E. E. Hutchins, Brooklyn, N.Y., U.S.A.
59,382	Emma T. Story.....	St. John, N.B.	"	{ 1862 1888 }	Bristol, Me., U.S.A.	48 3	18 8	6 4	40	Willett Ogilvie, Hantsport, N.S.
122,259	Emmet.....	Quebec.....	Barge—Chd	1907	St. Irénée, Que.	121 6	32 0	7 7	249	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
121,909	Emmie G. ....	Barrington.....	Sloop.....	1906	Clark's Harbour, N.S.	31 0	11 0	6 0	10	Vincent Nickerson, Cape Island, N.S.
74,211	Empereur du Fleuve	Montreal.....	"	1872	St. François, Que.	96 5	22 6	6 1	95	L. Turcotte, St. Michel d'Yamaska, Que.
100,911	Emperor.....	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	36 3	12 7	4 4	10	T. Ahier, Shippegan, N.B.
85,333	Emperor.....	Lunenburg.....	"	1882	Mahone Bay, N.S.	61 3	20 9	7 7	51	A. W. Bregg, Channel, Nfld.
116,390	Empire.....	Port Arthur.....	Barge—Chd	1906	Collingwood, Ont.	160 0	40 0	12 0	768	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
75,509	Empress.....	Arichat.....	Schr—Glt	1877	La Have, N.S.	60 0	20 0	7 6	47	Simon Poirier, Descouse, N.S.
75,904	Empress.....	Charlottetown.....	"	1878	Escuminac, N.B.	50 5	16 4	6 9	26	Pearl W. Gosbee, Murray Harbour, P.E.I.
107,761	Empress.....	"	"	1901	Montague, P.E.I.	118 0	30 8	12 6	335	George Wightman, Montague, P.E.I.
100,786	Empress.....	Chatham, N.B.	"	1888	Caracquet, N.B.	38 0	12 9	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
72,576	Empress.....	Kingston.....	Sloop.....	1876	Seely's Bay, Ont.	84 0	19 3	5 3	62	James Doherty, Belleville, Ont.
112,133	Empress.....	Shelburne.....	"	1897	Sedgewick, Me., U.S.A.	28 0	12 0	5 1	8	A. H. Perry, Black Point, N.S.
107,123	Emulator.....	Lunenburg.....	Schr—Glt	1899	Shelburne, N.S.	90 0	24 3	9 6	90	Geo. Buffett, M.O., Grand Bank, Nfld.
122,236	Ena A.....	Barrington.....	Sloop.....	1907	Clark's Harbour, N.S.	35 5	12 0	6 0	12	Jethro Newell, Cape Island, N.S.

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122,010	Ena T.	Lunenburg.	Schr—Glt.	1907	Tancock, N.S.	42 9	12 4	6 6	17	H. R. Silver, Ltd., Halifax, N.S.
111,513	Ena & Elsie.	St. John, N.B.	Sloop.	1897	Grand Manan, N.B.	36 9	14 0	5 2	13	J. A. Doon and Geo. Gardner, J.O., St. Andrews, N.B.
83,202	Enchantress.	St. Andrews.	Schr—Glt.	1881	Cornwallis, N.S.	34 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.
88,356	Energy.	Lunenburg.	"	1884	Mahone Bay, N.S.	78 3	24 0	9 3	97	Isaac Jackson, North Sydney, N.S.
.....	Energy.	Montreal.	Barge—Chd.	1872	Montreal, Que.	109 0	23 2	9 3	104	J. T. Scanlan, Montreal, Que.
92,426	England.	Quebec.	"	1863	Brookville, Ont.	148 0	28 0	9 6	841	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
94,735	Ensenada.	Windsor, N.S.	Bktn—Btght.	1899	South Maitland, N.S.	196 0	37 0	19 1	969	F. C. Lockhart, et al., Brooklyn, N.Y., U.S.A.
94,659	Enterprise.	Lunenburg.	Schr—Glt.	1898	LaHave, N.S.	74 4	23 2	8 9	70	William Mallett, Summerside, P.E.I.
100,452	Enterprise.	Moncton.	Bktn—Btght.	1891	Hopewell Cape, N.B.	159 3	33 4	13 0	499	J. L. Peck, M.O., Hillaboro', N.B.
.....	Enterprise.	Port Dover.	"	1894	Long Point, Ont.	40 5	11 0	4 8	16	F. A. Greatwood, Toronto, Ont.
122,467	Enterprise.	Yarmouth.	Sloop.	1906	Cape Island, N.S.	30 0	11 0	6 0	10	David O. Gardner, M.O., Port La Tour, N.S.
107,414	Ephrem.	Montreal.	Barge—Chd.	1899	Yamaaka, Que.	104 3	22 8	8 3	144	Joseph Bertrand, Champlain, Que.
112,108	Evema H.	Halifax.	Schr—Glt.	1902	Mahone Bay, N.S.	73 6	22 2	8 8	71	Jonathan Evans, Grand Bank, Nfld.
96,941	Eric.	St. John, N.B.	"	1900	St. John, N.B.	94 1	27 1	7 5	119	Nathaniel O. Scott, St. John, N.B.

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64,941	Erie.....	Quebec.....	Barge—Chd.....	1871	Quebec, Que.....	123 5	24 8	9 3	207	W. W. Tate, Montreal, Que.
77,816	Erie Queen.....	Port Rowan.....	Schr—Glt.....	1874	Port Rowan, Ont.....	115 0	23 6	10 2	217	James O'Guy, <i>et al.</i> , Oshawa, Ont.
111,434	Ermynthrude.....	Halifax.....	".....	1902	Shelburne, N.S.....	57 0	17 4	7 6	36	Archibald Darrach, <sup>o</sup> Herring Cove, N.S.
100,581	Ernest.....	Montreal.....	Barge—Chd.....	1892	Pierreville, Que.....	108 2	23 0	7 8	109	E. Daneau, Pierreville, Que.
103,776	Esk.....	Chatham, N.B.....	Schr—Glt.....	1897	Caracquet, N.B.....	40 0	13 3	5 0	14	Mrs. Sarah Young and F. T. B. Young J. O., Caracquet, N.B.
80,860	Eame.....	Lunenburg.....	Sloop.....	1881	Halifax, N.S.....	28 0	8 4	4 4	5	Jos. Rudolph, jr., Lunenburg, N.S.
61,446	Esperance.....	Chatham, N.B.....	Schr—Glt.....	1871	Shippegan, N.B.....	31 8	11 4	4 4	10	Thos. Ahier, Shippegan, N.B.
76,691	Esperance en Marie.....	Quebec.....	".....	1878	St. Alexis, Que.....	42 3	17 0	5 8	23	T. Guenard <i>dz</i> Durand, Grand Bay, Saguenay, Que.
88,698	Essie C.....	St. John, N.B.....	".....	1885	Jemseg, N.B.....	74 7	26 0	6 5	73	Jno. E. Moore, St. John, N.B.
100,772	Estelle.....	Chatham, N.B.....	".....	1892	Caracquet, N.B.....	37 1	13 5	5 0	13	P. Rive, Caracquet, N.B.
80,748	Estelle.....	Quebec.....	".....	1880	Sault-au-Mouton, Que.....	75 0	23 5	8 1	90	Joseph Caron, Tadoussac, Que.
107,332	Estelle.....	Yarmouth.....	".....	1899	Pubnico, N.S.....	35 0	12 4	6 5	15	W. M. D'Entremont, Pubnico, N.S.
121,809	Estrella.....	".....	Sloop.....	1905	Tusket Wedge, N.S.....	35 0	11 2	6 0	11	N. Pothier, Tusket Wedge, N.S.
117,141	Etha May.....	Halifax.....	Schr—Glt.....	1905	Dover, N.S.....	41 2	11 5	5 2	11	G. Johnson, Dover, N.S.
116,347	Ethel.....	Arichat.....	".....	1896	Canso, N.S.....	36 3	10 4	6 0	11	F. B. Saunders, Canso, N.S.
100,787	Ethel.....	Chatham, N.B.....	".....	1891	Caracquet, N.B.....	38 6	12 8	4 5	11	Mrs. Sarah Young and F. T. B. Young, J. O., Caracquet, N.B.
107,473	Ethel.....	Digby.....	".....	1899	White Cove, N.S.....	46 0	15 7	6 1	22	Lorin Wilson, Grand Harbour, Grand Manan, N.B.
112,087	Ethel.....	Lunenburg.....	".....	1902	Petite Riviere, N.S.....	93 3	24 6	9 4	99	W. N. Reinhardt, La Have, N.S.
96,863	Ethel.....	Montreal.....	Barge—Chd.....	1897	Toronto, Ont.....	130 0	27 0	11 2	335	The Montreal Transportation Co., Ltd., Montreal, Que.
103,113	Ethel.....	St. Andrews.....	Schr—Glt.....	1881	Pubnico, N.S.....	30 0	11 0	5 0	10	W. J. Galbraith, Lepreaux, N.B.
85,551	Ethel.....	Yarmouth.....	".....	1884	Tusket Wedge, N.S.....	88 5	23 6	9 5	93	A. O. Porter, Tusket Wedge, N.S.
83,238	Ethel Aggie.....	Charlottetown.....	".....	1882	Cape Traverse, P.E.I.....	58 7	19 4	7 5	48	Clovis Richards, Buckouche, N.B.
83,196	Ethel Blanche.....	Pictou, N.S.....	".....	1884	Murray Harbour North, P.E.I.....	43 2	15 0	5 7	17	Michael Pool, Souris, P.E.I.
94,705	Ethel Clarke.....	Digby.....	Bktn—Bkgt.....	1891	Bear River, N.S.....	142 3	32 0	12 2	397	W. G. Clarke, <i>et al.</i> , Bear River, N.S.
116,890	Ethel G.....	Arichat.....	Schr—Glt.....	1904	White Head, N.S.....	38 0	11 5	5 0	12	T. George, White Haven, N.S.

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112,226	Ethel M.	St. John, N.B.	Sloop	1901	St. John, N.B.	24 3	9 8	3 0	5	Walter Logan, St. John, N.B.
107,475	Ethel May	Digby.	"	1899	Parker's Cove, N.S.	33 0	12 7	6 0	16	George E. Corbett, Annapolis Royal, N.S.
121,688	Ethel May	Yarmouth	"	1904	Clarke's Harbour, N.S.	33 0	11 4	6 0	10	S. Messenger, Cape Island, N.S.
107,793	Ethel & Carrie	St. John, N.B.	"	1896	St. John, N.B.	39 8	14 0	6 2	15	Albert Winkler, Grand Harbour, Grand Manan, N.B.
100,436	Ethyl B. Sumner	Moncton	Schr—Glt	1901	Harvey, N.B.	136 9	33 0	12 1	353	F. W. Sumner, Moncton, N.B.
96,788	Etienne	Halifax	Sloop	1888	Halifax, N.S.	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100,353	Etna	Quebec	"	1886	St. Michel, Que.	37 6	13 8	5 0	14	Joseph Bergeron, Les Éboulements, Que.
103,231	Etoile	Montreal	"	1894	St. Thomas, Que.	83 6	21 4	4 8	61	A. Lavigne, St. Paul, Que.
75,757	Etna	Yarmouth	Schr—Glt	1879	Brookville, N.S.	44 0	14 5	5 5	17	J. C. Webber, Westport, N.S.
111,527	Etta H.	Digby	"	1901	Port Maitland, N.S.	33 0	10 2	5 0	10	Ed. Welsh, et al., Westport, N.S.
122,137	Etta M.	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	10 6	6 0	10	Clifford Kniffrick, Shag Harbour, N.S.
121,796	Etta N.	"	"	1904	Cape Island, N.S.	31 0	11 4	6 0	10	J. G. Nowell, Cape Island, N.S.
103,795	Etta Vaughan	Shelburne	Schr—Glt	1899	Shelburne, N.S.	83 0	23 6	9 4	98	B. P. Thorburn, M.O., Sand Point, N.S.
85,373	Eudora	Halifax	Bk—Bq	1882	Maccan, N.S.	185 4	34 9	22 3	1110	George O'Brien, Maccan, N.S.

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80,684	Eugène Demers	Montreal	Sloop	1881	Gentilly, Que	99 8	24 2	8 9	159	C. Labrecque, Lanoraie, Que.
80,754	Eugénie	Quebec	Schr—Glt	1880	Esquimaux Point, Que.	62 0	19 5	8 0	48	Charles Bernier and Samuel Côté, Cap Châte, Que.
107,356	Eulalie C.	Sydney	"	1897	North Sydney, N.S.	31 3	12 1	4 8	6	John Leonard, Main-à-Dieu, N.S.
112,310	Eureka.	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 4	13 0	5 5	14	L. C. Guptill, Grand Manan, N.B.
121,944	Eureka.	Sorel	"	1907	Yamaska, Que.	106 0	23 2	6 9	104	Mrs. Mary Labrecque, Pierreville, Que.
90,708	Euretta King	St. Catharines	Scow—Chd	1887	Welland, Ont.	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
80,672	Eva.	Montreal	Barge—Chd	1881	Yamaska, Que	106 0	22 6	7 0	154	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
97,036	Eva.	Yarmouth	Schr—Glt	1891	Tusket, N.S.	35 4	11 9	4 7	10	Gabriel Bourke, Tusket, N.S.
122,572	Eva.	Yarmouth	Sloop	1907	Pubnico, N.S.	33 0	13 0	6 8	12	Thomas Amiro, M.O., Pubnico, N.S.
122,461	Eva E.	"	"	1906	Cape Island, N.S.	30 0	10 6	6 0	10	Moses Penney, Cape Island, N.S.
107,320	Eva Gertrude.	Halifax	Schr—Glt	1899	Lockeport, N.S.	59 8	17 7	7 3	34	J. N. Pettipas, Bay of Islands, Nfld.
116,518	Eva June.	Lunenburg	"	1904	Lunenburg, N.S.	94 6	25 0	10 0	93	A. Corkum, M.O., La Have, N.S.
85,731	Eva L. H.	Shelburne	"	1883	Mahone Bay, N.S.	65 2	23 0	8 2	62	Bradford P. Thorburn, M.O., Sand Point, N.S.
121,901	Eva M.	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 9	6 0	11	Allen Swin, M.O., Clarke's Harbour, N.S.
96,785	Eva M. B.	Halifax	Schr—Glt	1890	Chezetcook, N.S.	55 4	19 9	8 0	45	Ralph McKeuzie, Jordan River, N.S.
*88,370	Eva Marie.	Victoria	"	1884	Victoria, B.C.	108 0	18 4	6 7	77	Victor Jacobsen, Victoria, B.C.
116,343	Eva May	Arichat	"	1903	St. Peter's, N.S.	37 5	11 6	5 0	11	Thomas Boudrot and James LeBlanc, J.O., Petit de Grat, N.S.
†90,432	Eva May	Charlottetown	"	{ 1901	Summerside, P.E.I.	76 7	21 3	9 0	69	James G. Farrow, Tyron, P.E.I.
90,644	Eva Mc.	Yarmouth	"	1885	Argyle, N.S.	44 6	14 5	5 5	19	Thos. E. Nickerson, Pubnico, N.S.
83,136	Eva Stewart.	Paraboro'	"	1881	Bdrigewater, N.S.	82 6	24 2	9 3	98	E. Moore, Parrsboro', N.S.
100,705	Evadne	Pictou, N. S.	"	1900	River John, N.S.	129 2	34 0	12 1	381	Charles Archibald, Halifax, N.S.
117,048	Evangeline.	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 8	6 7	11	Foster Crowell, Clarke's Harbour, N.S.
92,417	Evangeline.	Chatham, N.B.	Schr—Glt	1889	Tracadie, N.B.	33 8	11 4	5 0	11	Wm. Fruing & Co., Ltd., Jersey.
100,905	Evangeline.	"	"	1892	Caraquet, N.B.	36 0	12 3	4 4	10	P. Rive, Caraquet, N.B.
122,058	Evangeline.	Chatham, N.B.	"	1907	New Bandon, N.B.	33 8	11 5	10 2	10	Vilas Frigault, New Bandon, N.B.

† Formerly "Howard L." Foreign name "L. H. Nickerson."

\* Formerly "Rainbow" and steamer "Teaser."

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92,564	Evangeline, .....	Halifax, .....	Schr—Glt .....	1885	Chezetcook, N.S. ....	42 5	15 8	6 3	23	John A. Neville, Halifax, N.S.
116,675	Evangeline, .....	St. Andrews, .....	Sloop .....	1903	Shelburne, N.S. ....	37 0	13 3	5 6	15	Arthur Green, Grand Manan, N.B.
123,115	Evangeline, .....	Sydney, .....	Sloop .....	1906	Ingonish, N.S. ....	33 6	11 9	5 3	10	John G. Hines, M.O., Ingonish, N.S.
112,281	Eveline, .....	Digby, .....	Schr—Glt .....	1902	Meteghan, N.S. ....	40 0	13 7	7 0	22	Cesare Robichaud, Meteghan, N.S.
103,064	Eveline, .....	Yarmouth, .....	" .....	1895	Morris Island, N.S. ....	32 4	10 8	4 4	8	T. Moulison, Yarmouth, N.S.
103,794	Evelyn, .....	Charlottetown, .....	" .....	1899	Shelburne, N.S. ....	107 0	26 5	10 6	167	J. C. Crosby, St. John's, Nfld.
.....	Evelyn, .....	Kingston, .....	" .....	1867	Storrington, Ont. ....	90 1	22 2	5 7	97	Wm. Myles, Kingston, Ont.
116,520	Evelyn, .....	Lunenburg, .....	" .....	1905	Lunenburg, N.S. ....	48 0	13 8	6 0	18	Daniel Deal, et al., Rose Bay, N.S.
66,987	Evelyn, .....	St. John, N. B. ....	" .....	1874	Salmon Bay, N.B. ....	72 8	24 4	6 8	70	John Henry Potter, Canning, N.S.
100,737	Eventide, .....	Windsor, N. S. ....	" .....	1893	Princeport, N.S. ....	75 2	25 4	8 6	97	The Edward Sinclair Lumber Co., Ltd., Newcastle, N.B.
*86,540	Everett G. Griggs, .....	Victoria, .....	Bktn—Bkgt .....	1883	Belfast, Ireland. ....	308 2	42 9	25 1	2351	The Everett G. Griggs Ship Company, Ltd., Victoria, B.C.
94,835	Evolution, .....	Parrboro', .....	Schr—Glt .....	1889	Spencer's Island, N.S. ....	107 0	28 3	10 5	173	Cyrus L. Baird, Kentville, N.S.
111,945	Ewen No. 2, .....	New Westminster, .....	Barge—Chd .....	1808	New Westminster, B.C. ....	70 0	24 0	5 5	92	A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4, .....	New Westminster, .....	" .....	1900	New Westminster, B. C. ....	80 0	18 0	4 3	46	" .....

\* Formerly "Lord Wolseley" and foreign name "Columbia."



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100,248	Excelsior.....	Halifax.....	Schr—Glt.....	1894 Spry Bay, N.S.....	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
116,846	Excelsior.....	Owen Sound.....	Dredge—Drague.....	1906 Welland, Ont.....	100 0	36 0	9 3	372	The Owen Sound Dredge & Construction Co., Owen Sound, Ont.
37,521	Exchange.....	Liverpool.....	".....	1839 Old Sabrook, Me., U.S.A.....	70 0	22 0	8 5	86	J. Slannwhite, Mahone Bay, N.S.
89,803	Exenia.....	Windsor, N.S.....	Schr—Glt.....	1880 Cornwallis, N. S.....	43 0	15 5	6 2	18	Wm. Sparks, et al., Grand Manan, N.B.
100,172	Erephire.....	Montreal.....	Sloop.....	1890 Pierreville, Que.....	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonsecours, Que.
94,678	Extenuate.....	Halifax.....	Schr—Glt.....	1879 Mahone Bay, N.S.....	34 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.
121,714	F. No. 1.....	Vancouver.....	Scow—Chd.....	1904 Nanaimo, B.C.....	75 0	27 0	7 0	86	John D. Foreman, Vancouver, B.C.
111,496	F. B.....	Quebec.....	Schr—Glt.....	1899 Tadoussac, Que.....	46 4	15 5	5 6	24	Joseph E. Cloutien, Chicoutimi, Que.
107,838	F. B. & Co. No. 1.....	New Westminster.....	Barge—Chd.....	1900 New Westminster, B.C.....	70 0	26 0	4 5	82	Wm. H. Dauphine, New Westminster, B.C.
103,198	F. B. Wade.....	Halifax.....	Schr—Glt.....	1895 Liverpool, N.S.....	89 0	24 3	9 1	96	Arthur Crooks, M.O., Liscomb, N.S.
100,632	F. C. No. 1.....	Victoria.....	Scow—Chd.....	1891 Nanaimo, B.C.....	60 0	20 0	4 9	49	J. D. Foreman, Vancouver, B.C.
†90,818	F. H. Burton.....	Kingston.....	Schr—Glt.....	1853 Dundas, Ont.....	103 0	20 5	9 0	137	John Hart, et al., Picton, Ont.
80,898	F. J. Boswell.....	Ottawa.....	Barge—Chd.....	1880 Hull, Que.....	110 0	22 8	7 2	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,011	F. L. Danforth.....	St. Catharines.....	".....	1872 Tonawanda, N.Y., U.S.A.....	187 0	33 0	14 0	643	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
83,424	F. Richard.....	Weymouth.....	Schr—Glt.....	1883 Meteghan, N.S.....	81 5	23 0	8 2	94	Thomas German, et al., Meteghan, N.S.
111,997	F. W. Pickels.....	Annapolis Royal.....	".....	1902 Bridgetown, N.S.....	146 0	33 0	12 5	386	Mrs. Hiddie Feore, Mobile, Ala., U.S.A.
116,708	F. W. Thompson.....	Quebec.....	".....	1904 Leclercville, Que.....	94 8	23 2	7 8	119	David Tousignant, Leclercville, Que.
90,614	F. & E. Givan.....	Moncton.....	".....	1886 Cambridge, N.B.....	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.
111,543	F. & R. No. 1.....	Vancouver.....	Barge—Chd.....	1899 New Westminster, B.C.....	77 1	28 2	6 7	86	George H. French, Vancouver, B.C.
111,823	F. & R. No. 2.....	Vancouver.....	".....	1897 Vancouver, B.C.....	68 5	21 9	6 0	80	"
116,786	F. & R. No. 3.....	Vancouver.....	".....	1904 Vancouver, B.C.....	74 5	30 0	7 0	131	G. H. French and C. E. Robertson J.O., Vancouver, B.C.
†72,577	Fabiola.....	Picton, Ont.....	Schr—Glt.....	1852 Oakville, Ont..... 1876 Portsmouth, Ont.....	95 0	22 3	9 0	131	James Swift, Kingston, Ont.
66,058	Fabiola.....	Quebec.....	".....	1872 Deschambault, Que.....	100 0	22 6	9 6	147	Thomas Frenette, Portneuf, Que.

† Formerly "Great Western." \* Formerly "Royal Oak."

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*100,852	Fabiola.....	Quebec.....	Schr—Glt.....	1893	Anse St. Jean, Que.....	70 2	21 9	8 5	81	J. Simard, M.O., St. Simeon, Que.
103,390	Fairford.....	Winnipeg.....	Barge—Chd.....	1894	Fairford, Man.....	200 0	38 6	6 4	437	P. McArthur, Westbourne, Man.
77,776	Fairlina.....	Goderich.....	Schr—Glt.....	1880	Kincardine, Ont.....	46 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
100,535	Fairplay.....	Yarmouth.....	".....	1893	Clare, N.S.....	33 9	11 8	4 4	11	Luke Holmes, jr., Halifax, N.S.
100,247	Fairy Queen.....	Halifax.....	".....	1894	Sambro, N.S.....	35 6	11 5	5 9	11	G. H. Nickerson, Sambro, N.S.
74,329	Fairy Queen.....	Yarmouth.....	".....	1877	Cape St. Mary, N.S.....	38 0	12 6	6 0	13	W. E. Coggins, Westport, N.S.
103,001	Falcon.....	Chatham, N.B.....	".....	1889	Shippegan, N.B.....	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.
122,304	Falcon.....	Lunenburg.....	".....	1907	La Have, N.S.....	79 2	23 2	9 2	85	Edman B. Walters, M.O., La Have, N.S.
122,310	Falcon.....	Lunenburg.....	Sloop.....	1907	Tancook, N.S.....	30 4	8 0	3 2	4	Keith Hudson, Cowes, Isle of Wight, G.B.
88,276	Falcon.....	St. Andrews.....	Schr—Glt.....	1881	Eastport, Me., U.S.A.....	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.
107,908	Falcon.....	".....	Sloop.....	1890	St. John, N.B.....	24 0	10 2	5 0	8	Mrs. Eveleen Ingalls, Grand Manan, N.B.
103,120	Falmouth.....	".....	".....	1880	Campo Bello, N.B.....	30 0	11 4	6 0	10	W. Dalzelle, sr., Grand Manan, N.B.
74,116	Fams.....	Halifax.....	Schr—Glt.....	1877	Sheet Harbour, N.S.....	54 0	18 4	7 3	44	J. B. Girrion, West Arichat, N.S.
103,077	Fams.....	Chatham, N.B.....	".....	1891	Shippegan, N.B.....	34 7	12 0	4 8	10	W. S. Loggie Co., Ltd., Chatham, N.B.

\* Formerly a steamer.

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.....	Fane.....	Montreal.....	Barge—Chd.....	1867	Montreal, Que.....	92 1	18 8	6 8	105	P. Laplante, Lachine, Que.
103,106	Fannie.....	".....	Sloop.....	1894	Yamaska, Que.....	133 4	28 6	18 8	305	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,309	Fannie R. C.....	Halifax.....	".....	1882	Mahone Bay, N.S.....	42 0	15 5	6 5	22	Thos. Roberts, Cap Ozo, Que.
88,463	Fannie S.....	Arichat.....	Schr—Glt.....	1892	River Bourgeois, N.S.....	49 4	17 0	6 7	28	Daniel Sampson, River Bourgeois, N.S.
121,906	Fannie W. Freeman.....	Shelburne.....	".....	1884	Gloucester, Mass., U.S.A.....	87 0	22 7	8 4	79	Fredrick T. B. Young, Caraque, N.B.
92,479	Fanny.....	Charlottetown.....	".....	1888	Covehead, P.E.I.....	52 0	16 0	5 4	26	Joseph Gallant, Rustico, P.E.I.
75,698	Fanny.....	Digby.....	".....	1874	Capo Cove, N.S.....	34 8	11 6	4 5	7	E. Payson, et al., Digby, N.S.
100,873	Fanny.....	St. John, N.B.....	".....	1893	Perry's Point, N.B.....	78 5	27 3	7 0	91	S. C. Cameron, et al., St. John, N.B.
100,142	Fanny.....	Winnipeg.....	Barge—Chd.....	1888	Moorehead, Minn., U.S.A.....	128 8	25 3	5 6	159	The Northwest Nav. Co., Ltd., Winnipeg, Man.
61,910	Fanny Ellia.....	Liverpool.....	Schr—Glt.....	1870	Liverpool, N.S.....	52 0	19 0	6 6	36	P. Farrell, Liverpool, N.S.
103,493	Fanny McLean.....	Lunenburg.....	".....	1881	La Have, N.S.....	33 8	12 4	4 7	9	D. Hume, East Chester, N.S.
121,883	Fanny Rose.....	Yarmouth.....	Sloop.....	1906	Tusket Wedge, N.S.....	36 0	12 4	7 0	15	Charles E. Pothier, M.O., Tuske Wedge, N.S.
77,763	Fanny Young.....	Port Hawkesbury.....	Schr—Glt.....	1880	Shelburne, N.S.....	80 0	22 0	9 1	85	A. J. Robertson, et al., Montague, P.E.I.
80,689	Faraud.....	Montreal.....	Sloop.....	1881	St. Thomas de Pierre-ville, Que.	95 0	23 0	6 3	92	Joseph Lizotte, Sorel, Que.
100,467	Faucou.....	Quebec.....	".....	1889	Quebec, Que.....	44 8	14 2	4 6	18	P. M. Duchéne, Quebec, Que.
97,093	Fauna.....	Windsor, N.S.....	Schr—Glt.....	1890	Chester Basin, N.S.....	92 0	25 6	10 4	124	W. A. Reid, Gabarus, N.S.
107,054	Favorite.....	Barrington.....	".....	1900	Barrington, N.S.....	58 0	18 1	6 6	28	Paul E. Crowell, Barrington, N.S.
.....	Favorite.....	Montreal.....	Barge—Chd.....	1873	St. Aimé, Que.....	118 1	23 0	7 2	169	G. Fraser and Hugh McKinnon, Dundee, Que.
61,392	Favourite.....	Victoria.....	Schr—Glt.....	1898	Sooke, B.C.....	71 5	22 0	8 5	80	Victoria Sealing Co., Ltd., Victoria, B.C.
75,614	Fawn.....	Digby.....	".....	1877	Shelburne, N.S.....	43 6	15 7	6 2	17	James E. Ogilvie, Parreboro' N.S.
122,095	Felton C.....	Yarmouth.....	Sloop.....	1906	Cape Island, N.S.....	36 0	13 0	7 0	16	Russell B. Wymen, Yarmouth, N.S.
107,992	Fin Back.....	St. Andrews.....	".....	1898	St. John, N.B.....	40 0	15 0	6 0	24	Frank Ingersoll, Grand Manan, N.B.
121,874	Finettie May.....	Yarmouth.....	".....	1906	Yarmouth, N.S.....	33 0	11 3	6 0	12	Judson A. Crocker, Yarmouth, N.S.
116,882	Fiona.....	Arichat.....	Schr—Glt.....	1903	Port Felix, N.S.....	35 0	10 6	6 2	10	Martin Pelrine, Larry's River, N.S.
92,607	First Trial.....	Sydney.....	".....	1889	Ingonish, N.S.....	31 6	11 7	5 9	9	J. C. Baker, North Sydney, N.S.

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121,804	Fish Hawk.....	Yarmouth.....	Sloop.....	1904	Cape Island, N.S. ....	31 0	11 0	6 0	10	G. A. Swim, M. O., Clarke's Harbour, N.S.
100,298	Fisher.....	Chatham, N.B.....	Schr—Glt.....	1891	Shippagan, N.B.....	35 4	11 6	5 0	12	Andre D. Chiasson, Lameque, N.B.
88,487	Fisher River.....	Winnipeg.....	Barge—Chd.....	1882	Winnipeg, Man.....	124 6	22 6	4 6	111	The Minister of Public Works, Ottawa, Ont.
	Five (5).....	Montreal.....	".....	1873	Pierreville, Que.....	90 8	23 5	5 8	86	M. Leépérance, St. Anne, Que.
66,749	Flash.....	Halifax.....	Schr—Glt.....	1875	Liverpool, N.S.....	47 0	16 0	6 7	24	J. H. Lane, Owl's Head, N.S.
80,065	Flash.....	St. John, N.B.....	".....	1881	Indiantown, N.B. ....	76 4	26 0	7 6	94	Amos Tower, St. John, N.B.
61,445	Flavie.....	Chatham, N.B.....	".....	1874	Shippagan, N.B.....	35 5	12 2	4 5	13	Pierre Noce, Shippagan, N.B.
92,511	Fleet Wing.....	St. Andrews.....	".....	1887	Westport, N.S.....	29 0	11 3	5 0	11	Addison Mathews, St. George, N.B.
111,468	Fleetwing.....	Chatham, N.B.....	".....	1901	Shippagan, N.B.....	38 8	12 6	5 4	14	Wm. Fruing & Co., Ltd., Jersey.
88,227	Fleetwing.....	Halifax.....	".....	1884	Chezetook, N.S.....	47 5	18 2	7 8	32	Angus Reddy, Boylston, N.S.
107,665	Fleetwing.....	Quebec.....	".....	1898	Seven Islands, Que.....	59 2	18 2	6 2	42	Elie Imbeault, St. Irene, Que.
85,476	Fleetwing.....	Shelburne.....	".....	{ 1877 } { 1897 }	Jordan River, N.S. ....	38 6	13 2	5 6	15	Wm. McMillan, Lockeport, N.S.
90,776	Fleetwing.....	Windsor, Ont.....	".....	1803	Wilcon, N.Y., U.S.A....	108 0	24 6	7 9	162	Joseph Cochran, Port Colborne, Ont.
116,967	Fleur de Lis.....	St. Andrews.....	".....	1879	Goucester, Mass., U.S.A.	36 2	13 2	5 6	16	J. Willard Smith, St. John, N.B.

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77,585	Fleur de Marie.....	Montreal.....	Sloop.....	1878 Lanoraie, Que.....	99 5	23 0	7 0	113	E. Haynemand, Lanoraie, Que.
100,868	Fleur de Marie.....	Quebec.....	Schr—Glt .....	1893 St. Siméon, Que.....	61 4	20 2	6 4	49	Maurice Degagnez, Les Eboulements, Que.
122,146	Flirt .....	Yarmouth.....	Sloop.....	1906 Tusket Wedge, N.S. ....	36 0	13 0	6 6	16	Marc Boudreau, Tusket Wedge, N.S.
103,743	Flo F. Mader.....	Lunenburg.....	Schr—Glt .....	1896 Mahone Bay, N.S. ....	91 7	25 0	10 4	100	Charles U. Mader, Mahone Bay, N.S.
85,644	Flora.....	Halifax.....	" .....	1883 " .....	58 0	18 9	7 2	42	Freeman Boutilier, M.O. Indian Harbour, N.S.
90,654	Flora .....	Liverpool .....	" .....	1886 Pubnico, N.S. ....	75 4	21 6	8 0	64	James, N. Wile, Port Medway, N.S.
83,367	Flora.....	Quebec.....	" .....	1880 Portneuf, Que.....	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
107,906	Flora.....	St. Andrews .....	Sloop.....	1896 West Isles, N.B. ....	30 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
122,046	Flora.....	" .....	Schr—Glt .....	1866 Essex, Mass., U.S.A. ....	55 0	17 2	6 5	34	Grosvenor P. Newton, Grand Manan, N.B.
111,552	Flora B .....	" .....	Sloop.....	1894 Grand Manan, N.B. ....	32 0	12 4	5 0	13	Nelson Ingersoll, Grand Manan, N.B.
83,098	Flora Bell.....	Port Hawkesbury .....	Schr—Glt .....	1884 Mabou, N.S. ....	50 5	19 2	7 1	39	Gabriel White, Margaree, N.S.
71,167	Flora Carveth .....	Whitby.....	" .....	1873 Mill Point, Ont.....	115 0	23 5	8 9	190	John McLellan, M.O., Bowmanville, Ont.
117,163	Flora M.....	Windsor, N.S. ....	" .....	1906 Hantsport, N.S. ....	97 0	27 0	9 5	152	Thomas A. Masters, Hantsport, N.S.
116,290	Flora M.J.....	Halifax.....	" .....	1904 Mahone Bay, N. S. ....	75 6	22 8	8 7	78	James Julien, M. O., Grand Desert, N. S.
94,834	Flora Woster.....	St. Andrews .....	" .....	1873 Wiscasset, Me., U.S.A. ....	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
116,306	Florence.....	Charlottetown.....	" .....	1905 Rusticoville, P.E.I.....	81 3	24 0	8 0	74	J. Gallant, Rusticoville, P.E.I.
122,086	Florence.....	Charlottetown .....	" .....	1907 Murray Harbour, P.E.I. ....	34 0	11 6	5 6	14	Lot Graham and Benjamin Penny, Murray Harbour South, P.E.I.
96,774	Florence.....	Port Hawkesbury .....	" .....	1894 Cheticamp, N.S. ....	33 0	11 4	5 1	11	Thos. Power, Cheticamp, N.S.
103,104	Florence.....	Montreal .....	Sloop.....	1894 St. Thomas, Que.....	108 0	23 0	7 8	153	Joseph Simoneau, Pierreville, Que.
116,968	Florence.....	St. Andrews .....	" .....	1894 Bristol, Me., U.S.A. ....	36 2	14 2	7 2	18	J. F. Eldridge, Beaver Harbour, N.B.
80,001	Florence.....	St. John, N.B. ....	Schr—Glt .....	1879 Chance Harbour, N.B. ....	37 8	14 4	6 0	15	John Kirby, Chipman's Brook, N.S.
.....	Florence.....	Windsor, Ont.....	Scow—Chd.....	1892 Belle River, Ont .....	60 0	15 6	3 4	32	H. Campeau, Belle River, Ont.
80,823	Florence B.....	Halifax.....	Schr—Glt .....	1890 New Dublin, N.S. ....	52 4	17 9	7 2	32	Geo. L. Baker, Jeddore, N.S.
122,004	Florence B.....	Lunenburg.....	" .....	1906 La Have, N.S. ....	60 8	17 8	7 9	46	Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
116,531	Florence B. W.....	Lunenburg .....	" .....	1905 Mahone Bay, N.S. ....	46 2	15 6	7 0	24	S. W. Westhaver, M. O., Fox Point, N.S.

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121,877	Florence C.	Yarmouth	Sloop	1906	Pinkney's Point, N.S.	36 6	12 0	7 0	15	Joseph A. Surette, Pinkney's Point, N.S.
46,907	Florence C. Lawrence	Port Hawkesbury	Schr—Glt	1864	Margaree, N.S.	71 6	21 6	9 1	70	William Buckle, Margaree, N.S.
17,093	Florence D.	Arichat	"	1905	Port Felix, N.S.	36 0	12 0	5 8	11	Wm. Digdon, White Head, N.S.
100,250	Florence G.	Halifax	"	1891	Sanbro, N.S.	36 6	12 5	5 4	15	Caleb Gray, Sanbro, N.S.
112,282	Florence H.	Digby	"	1902	Maitland, N.S.	40 0	13 0	5 6	20	A. E. Payson and J. A. Moore, West- port, N.S.
100,383	Florence L.	Sydney	"	1894	Little Bras d'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Little Bras d'Or, N.S.
80,870	Florence M.	Amherst, N.S.	"	1906	Wallace, N.S.	76 7	21 9	8 0	76	Robert McInnis, Wallace, N.S.
112,380	Florence M.	Arichat	"	1903	L'Ardoise, N.S.	49 5	15 4	6 5	25	Patrick Chiasson, Glace Bay, N.S.
116,348	Florence M.	Arichat	"	1903	Petite de Grat, N.S.	39 4	11 2	6 4	16	Wm. J. Martell, Petite de Grat, N.S.
92,638	Florence M.	Quebec	"	1888	Lunenburg, N.S.	74 8	23 0	8 5	83	J. Trepanier, Port au Perail, Que.
122,106	Florence M.	Yarmouth	Sloop	1906	Barrington, N.S.	30 0	11 0	6 6	10	John E. Nickerson, Cape Island, N.S.
94,771	Florence M. Smith	Victoria	Schr—Glt	1888	Lunenburg, N.S.	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.
107,983	Florence May	Canso	Sloop	1899	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
122,219	Florence May	St. Andrews	Schr—Glt	1901	Eastport, Me., U.S.A.	36 5	14 8	7 2	14	Geo. E. Farnsworth, Tiverton, N.S.

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100,522	Florence R. Hewson.	Annapolis Royal	Schr—Glt	1893 Parrsboro', N.S.	133 9	31 3	12 0	289	A. D. Mills, Annapolis Royal, N.S.
88,367	Floresta.	Halifax.	"	1884 Parrsboro', N.S.	65 0	21 0	7 9	57	Thos. Goebee, Murray Harbour, P.E.I.
85,459	Florida	Quebec	"	1877 Bic, Que	37 0	13 5	4 3	13	Wm. Michaud, Isle Vert, Que.
85,754	Florida	"	"	1882 Betchouan, Labrador.	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.
111,611	Florida.	"	"	1901 Murray Bay, Que.	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
103,351	Floride	"	"	1894 Natashquan, Que.	46 6	16 6	6 0	27	Nap. Blais, Esquimaux Point, Que.
103,902	Floyburg	Victoria.	"	1893 Seattle, Wash., U.S.A.	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.
83,255	Floyd	Barrington	"	1883 Granville, N.S.	43 2	15 8	5 8	20	John Arseneau, Little Bras d'Or, N.S.
61,405	Fly.	Chatham N. B.	"	{ 1886 Shippegan, N.B. } 1894 Tracadie " }	36 1	12 1	4 8	11	A. McLaughlin, Tracadie, N.B.
116,273	Fly	Halifax	"	1903 Jeddore, N.S.	37 6	11 8	5 2	10	John Faulkner, Jeddore, N.S.
90,645	Fly	Yarmouth.	"	1885 Tusket, N.S.	44 7	14 2	5 1	16	Robt. Nickerson, Wood's Harbour, N.S.
122,575	Fly	Yarmouth	Sloop.	1906 Wood's Harbour, N.S.	32 4	11 2	6 0	10	Horatio Brannen, Wood's Harbour, N.S.
112,373	Flying Cloud	Archat	Schr—Glt	1902 Guysboro', N.S.	42 0	10 7	6 9	13	Wm. Whitman, Guysboro', N.S.
112,165	Flying Cloud	Chatham, N.B.	"	1903 Shippegan, N.B.	37 8	13 2	5 2	13	John F. Robichaud, Shippegan, N.B.
61,903	Flying Cloud.	Liverpool	"	1870 Liverpool, N.S.	47 0	17 7	6 2	20	J. Brooks, Ketch Harbour, N.S.
41,823	Flying Cloud.	St. John, N.B.	"	1858 Rexton, N.B.	68 3	21 7	5 4	78	Samuel J. Holder, Holderville, N.B.
112,151	Flying Foam.	Chatham, N.B.	"	1902 Caraquet, N.B.	40 0	13 0	5 8	18	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,782	Flying Foam	"	"	1892 " "	38 4	12 8	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
103,317	Flying Star	Port Hawkesbury	"	1895 Cheticamp, N.S.	32 5	10 8	5 5	11	Polite Deveau, Eastern Harbour, N.S.
88,672	Flying Yankee	St. John, N.B.	"	1884 Newcastle, N.B.	54 8	19 6	5 7	35	E. M. Young, et al., White's Cove, N.B.
100,912	Foam	Chatham, N.B.	"	1892 Caraquet, N.B.	34 3	12 9	4 7	10	T. Ahier, Shippegan, N.B.
103,833	Federia Arca.	Quebec	"	1896 Les Ecureuils, Que	66 3	20 7	5 8	46	C. Dussault, Les Ecureuils, Que.
122,354	Ford River	Kingston	"	1879 Milwaukee, U.S.A.	143 0	29 0	10 0	210	Henry W. Richardson, Kingston, Ont.
57,131	Forest Flower.	Yarmouth	"	1898 Pubnico, N.S.	53 5	18 0	7 0	26	J. H. Goodwin, Pubnico, N.S.
55,531	Forest Queen	Halifax	"	1897 Tracadie, N.B.	67 4	21 8	9 0	75	P. D. Landry, St. Mary's, Kent Co., N.B.

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85,383	Formosa	Magdalen Islands	Schr—Glt	1884	House Harbour, Magdalen Islands, Que.	57 2	13 8	8 1	43	F. H. Delaney, House Harbour, Magdalen Islands, Que.
107,350	Forrester	Shelburne	"	1901	Pubnico, N.S.	45 0	14 6	6 7	23	Charles Mosher, et al., Lower LaHave, N.S.
117,059	Fortuna	Canoe	"	1907	Tancook, N.S.	43 0	11 9	5 7	14	John H. Cousins, Jr., Canoe, N.S.
116,479	Fortuna	Chatham, N.B.	"	1903	Pt. Misonette, N.B.	34 0	10 2	4 5	10	Prosper Boudeau, Point Misonette, N.B.
107,602	Foster Rice	Annapolis Royal	"	1899	Weymouth, N.S.	107 0	28 0	10 3	179	Frank W. Pickels, M.O., Annapolis Royal, N.S.
111,467	Four Brothers	Chatham, N.B.	"	1901	Caracquet, N.B.	39 0	13 0	5 0	13	Aurie Albert, Caracquet, N.B.
116,676	Fram	St. Andrews	Sloop	1896	West Isles, N.B.	39 0	13 0	6 0	17	Orville Wilcox, Grand Manan, N.B.
107,190	France & Russie	Charlottetown	Schr—Glt			43 3	15 6	6 0	27	John R. Moore, Pictou, N.S.
83,449	Frances	Victoria	Sloop	1864	Coupeville, Wash., U.S.A.	32 0	10 6	4 0	8	Wm. T. Colasford, Victoria, B.C.
111,801	Frances	Weymouth	Schr—Glt	1903	Weymouth Bridge, N.S.	120 0	29 3	11 2	259	Thomas C. Rice, M.O., Weymouth Bridge, N.S.
94,821	Frances A. Rice	"	"	1889	Weymouth, N.S.	87 5	24 8	9 0	123	John A. Stuart, Church Point, N.S.
100,691	Frances E. Willard	Pictou, N.S.	"	1893	Murray Harbour, P.E.I.	46 8	15 4	6 3	23	L. H. Herring, Murray Harbour, P.E.I.
122,247	Frances L	St. Andrews	Sloop	1906	White Head, N.B.	29 0	11 0	4 5	10	Spencer Cheney, White Head, N.B.
111,401	Frances Willard	Lunenburg	Schr—Glt	1900	Chester Basin, N.S.	90 0	21 6	9 8	85	Henry McFarbridge, Bay St. George, N.S.



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122,285	Francis.....	Shelburne.....	Schr—Glt.....	1907	Shelburne, N.S.....	96 5	20 5	8 6	68	William R. Longmire, <i>et al.</i> , Bridge-town, N.S.
121,872	Francis A.....	Yarmouth.....	".....	1906	Shelburne, N.S.....	84 0	22 5	9 3	93	Henry A. Amiro, West Pubnico, N.S.
116,308	Francis D. Cook.....	Charlottetown.....	".....	1905	Murray River, P.E.I.....	55 4	19 3	7 6	47	Reuben Cahoon, M.O., Murray Harbour, P.E.I.
103,612	François Xavier.....	Quebec.....	Sloop.....	1894	St. Joachim, Que.....	61 0	18 2	4 8	33	F. X. Neron, St. Joachim, Que.
107,187	Frank.....	Charlottetown.....	Schr—Glt.....	1897	Tignish, P.E.I.....	47 6	16 3	6 3	30	Roderick D. Campbell, Glace Bay, N.S.
122,081	Frank.....	".....	".....	1906	Souris, P.E.I.....	34 8	10 7	5 0	10	Joseph M. Cheverie, M.O., Souris, P.E.I.
36,480	Frank.....	Gaspé.....	".....	1859	Chester, N.S.....	66 2	20 2	8 0	54	Louis Blanchet, Cap Chatte, Que.
88,549	Frank.....	Halifax.....	".....	1884	Lockeport, N.S.....	37 0	13 0	5 4	12	David M. Pettis, Parrsboro', N.S.
86,294	Frank.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	106 8	17 5	6 1	94	John Minden, Sorel, Que.
92,671	Frank.....	Pictou, N.S.....	Sloop.....	1887	Wallace, N.S.....	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.
56,836	Frank Newton.....	Sydney.....	".....	1867	Shelburne, N.S.....	60 4	19 3	6 4	40	A. F. Cameron, Sherbrooke, N.S.
59,940	Frank Russell.....	Toronto.....	Barge—Chd.....	1871	Quebec, Que.....	142 5	26 0	11 0	283	Jas. Playfair and W. A. Clark, jr., J. O., Collingwood, Ont.
103,254	Frank and Ira.....	St. John, N.B.....	Schr—Glt.....	1894	Greenwich, N.B.....	82 8	26 8	7 4	98	T. M. Elston, <i>et al.</i> , Westfield, N.B.
117,045	Fred C.....	Barrington.....	Sloop.....	1905	Clarke's Harbour, N.S.....	33 8	11 8	6 2	12	M. E. Nickerson, <i>et al.</i> , Clarke's Harbour, N.S.
111,692	Fred Jackson.....	Liverpool.....	Schr—Glt.....	1873	Deering, Ma., U.S.A.....	113 0	28 4	9 4	198	James McKinnon, Gabarouse, N.S.
100,894	Fred & Norman.....	Weymouth.....	".....	1896	Belliveau's Cove, N.S.....	50 5	17 4	7 1	32	Boardman Cheney, <i>et al.</i> , Whitehead, N.B.
121,907	Freda N. Nickerson.....	Barrington.....	Sloop.....	1906	Clarke's Harbour, N.S.....	31 0	12 2	6 0	12	Prince W. Nickerson, Cape Island, N.S.
100,315	Freddie A.....	Yarmouth.....	Schr—Glt.....	1889	Barrington, N.S.....	33 0	11 5	5 1	10	John Hemlow, Yarmouth, N.S.
103,116	Freddie A. Higgins.....	Charlottetown.....	".....	1882	Kennebunk, Me., U.S.A.....	80 6	24 2	6 2	78	Watson Fyfe and Daniel Sutherland, Stanly Bridge, P.E.I.
80,798	Freddie G.....	Digby.....	".....	1883	Beaver River, N.S.....	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.
107,915	Freddie L.....	St. Andrews.....	Sloop.....	1895	Quaco, N.B.....	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
121,697	Freddie M.....	Yarmouth.....	".....	1904	Cape Island, N.S.....	31 0	11 5	6 0	10	N. Crowell, Cape Island, N.S.
103,719	Freddie M.....	Yarmouth.....	Schr—Glt.....	1890	Belliveau's Cove, N.S.....	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.
71,383	Freddie M. Reynolds.....	Barrington.....	".....	1875	Clyde, N.S.....	54 6	18 9	7 9	36	Geo. W. McKay, Clifton, P.E.I.
121,793	Fredena.....	Yarmouth.....	Sloop.....	1904	Cape Island, N.S.....	32 0	11 0	6 0	10	S. Hopkins, Cape Island, N.S.

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97,046	Fredua	Liverpool	Schr—Glt	1890	East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Remly, <i>et al.</i> , West Dublin, N.S.
111,746	Fredua	Lunenburg	"	1902	Mahone Bay, N.S.	86 8	23 9	9 8	92	R. A. Watson, East Orange, N.J., U.S.A.
97,146	Free Trade	St. Andrews	Sloop	1885	West Isles, N.B.	30 0	12 3	6 0	10	Wm. Benson, Grand Manan, N.B.
122,006	Freedom	Lunenburg	Schr—Glt	1906	Liverpool, N.S.	112 9	28 6	10 9	197	David Ritcey, <i>et al.</i> , Riverport, N.S.
77,963	Freeman Colgate	St. Andrews	"	1876	South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	S. Hicks, <i>et al.</i> , Westport, N.S.
86,969	Friendship	St. John, N.B.	Schr—Glt	1882	St. Martin's, N.B.	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N.B.
73,000	Friendship	Toronto	"	1876	Brouté, Ont.	60 0	12 0	4 3	24	Mrs. Margaret Warden, Brouté, Ont.
103,101	Frontenac	Montreal	Sloop	1894	St. Thomas, Que.	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
117,136	Fusiana	Yarmouth	"	1906	Cape Island, N.S.	33 0	11 9	6 0	12	H. T. Hines, Argyle, N.S.
90,540	G. D.	Montreal	Sloop	1886	Yamaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lanoraie, Que.
*97,098	G. T. D.	Quebec	Schr—Glt	1890	Bridgewater, N.S.	123 0	30 0	12 2	286	John L., George D., and Allison C. Davis, J. O. Lewis, Que.
107,927	Gi. & K. No. 1	New Westminster	Barge—Chd	1900	Ladner, B.C.	50 0	16 0	4 5	33	D. R. Grant, M. O., Ladner, B.C.
	Formerly "Tyne."									

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121,785	G. A. Grier.....	Ottawa.....	Barge—Chd.....	1906	Hull, Que.....	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
74,243	G. A. Norman.....	Montreal.....	Sloop.....	1876	Iberville, Que.....	60 0	16 7	5 4	41	Eusebe Dubeau, Iberville, Que.
88,555	G. C. Kelley.....	Yarmouth.....	Schr—Glt.....	1885	Shelburne, N.S.....	81 0	23 9	9 3	99	Wm. Leblanc, Arichat, N.S.
85,382	G. H. Marryatt.....	Halifax.....	".....	1883	Mahone Bay, N.S.....	42 2	16 0	6 6	24	J. O'Toole, Louisburg, N.S.
100,311	G. H. Perry.....	Yarmouth.....	".....	1891	Meteghan, N.S.....	81 0	27 0	8 0	99	Aldreda McDonough, St. Martins, N.B.
122,015	G. H. Warmington.....	Ottawa.....	".....	1872	Vermillion, O., U.S.A.....	178 4	31 6	22 5	502	Edward A., Wm. W. and Franklin E. Hall, Ottawa, Ont., J.C.
116,902	G. M. Cochrane.....	Yarmouth.....	".....	1905	Port Greville, N.S.....	113 2	30 0	10 6	220	The Helen Shipping Co., Ltd., Yar- mouth, N.S.
75,607	G. M. Dutcher.....	Digby.....	".....	1878	Digby, N.S.....	55 6	17 8	6 0	32	E. Burnham, et al., Digby, N.S.
122,282	G. M. Stephens.....	Shelburne.....	Sloop.....	1906	Shelburne, N.S.....	35 6	11 5	6 4	12	Herbert R. Swin, M.O., Lockport, N.S.
85,503	G. P. Taylor.....	Yarmouth.....	Schr—Glt.....	1882	Carleton, N.B.....	41 0	14 0	5 0	13	Wm. A. Killam, Yarmouth, N.S.
107,289	G. S. Troop.....	Lunenburg.....	".....	1900	Liverpool, N.S.....	97 4	24 3	9 7	99	Lauchlin B. Currie, et al., West Dublin, N.S.
22,488	G. Bluteau.....	Quebec.....	Sloop.....	1907	La Petite Rivière St. Francois Xavier, Que.	63 6	19 6	5 2	39	Grégoire Bluteau, La Petite Rivière St. Francois Xavier, Que.
85,607	G. Walter Scott.....	St. John, N.B.....	Schr—Glt.....	1883	Cambridge, N.B.....	75 6	25 5	6 8	75	C. A. Morrison, et al., Parrsboro N.S.
116,207	Gabriel A.....	Yarmouth.....	Sloop.....	1903	Comeau's Hill, N.S.....	39 0	13 4	8 0	17	J. A. Kenney, Yarmouth, N.S.
116,713	Gabriel de St. Nicho- las.....	Quebec.....	".....	1903	Portneuf, Que.....	45 6	15 0	5 0	21	Leandre Bouchard, Portneuf, Que.
100,778	Gambetta.....	Chatham, N.B.....	Schr—Glt.....	1891	Caraguet, N.B.....	36 0	12 8	5 4	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,501	Gamma.....	Victoria.....	Barge—Chd.....	1890	Victoria, B.C.....	74 0	23 4	4 8	60	The Victoria Lumber & Manufactur- ing Co. Ltd., Victoria, B.C.
100,993	Garfield.....	Chatham, N.B.....	Schr—Glt.....	1893	Shippegan, N.B.....	34 6	11 4	4 6	10	P. Rive, Caraguet, N.B.
94,864	Garfield White.....	Parrsboro'.....	".....	1890	Apple River, N.S.....	80 8	26 8	7 1	99	C. T. White, Apple River, N.S.
80,693	Garnet.....	Montreal.....	Barge—Chd.....	1882	Montreal, Que.....	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.
103,065	Garnet.....	Yarmouth.....	Sloop.....	1895	Yarmouth, N.S.....	48 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.
112,349	Gaspé.....	Liverpool.....	Bktn—Bkgt.....	1903	Liverpool, N.S.....	126 0	29 8	11 9	249	William H. McPherson, et al., Port Daniel, Que.
116,525	Gatherer.....	Lunenburg.....	Schr—Glt.....	1905	Lunenburg, N.S.....	44 4	13 4	6 2	15	I. Berringer, M.O., Lunenburg, N.S.
122,286	Gay Gordon (The).....	Shelburne.....	".....	1907	Shelburne, N.S.....	103 0	25 2	10 5	161	John Harvey, St. John's, Nfld.
103,014	Gaza.....	Parrsboro'.....	".....	1894	Port Greville, N.S.....	78 0	23 1	6 2	71	Stuart Hatfield, Port Greville, N.S.

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100,919	Gazelle.....	Chatham, N.B.....	Schr—Glt	1892	Caracquet, N.B.....	37 2	13 0	5 0	12	The C. Robin, Collas Co., Ltd., Hali- fax, N.S.
111,464	Gazelle.....	".....	"	1901	".....	38 5	13 0	5 3	13	The C. Robin, Collas Co., Ltd., Hali- fax, N.S.
100,954	Gazelle.....	".....	"	1890	".....	36 8	12 2	4 6	10	W. S. Loggie Co., Ltd., Chatham, N.B.
83,260	Gazelle.....	Digby.....	"	1893	Granville, N.S.....	45 8	15 5	6 3	20	R. B. Harris, et al., Kentville, N.S.
59,379	Gazelle.....	St. Andrews.....	"	1869	Pembroke, Me., U.S.A.....	57 0	13 5	8 0	47	V. Copp and I. Dixon, Harvey, N.B.
75,860	Gazelle.....	Weymouth.....	"	1878	Clare, N.S.....	85 5	24 4	8 0	97	C. T. Warner, Plympton, N.S.
97,129	Gédéon.....	Quebec.....	Barge—Chd	1891	St. Thomas de Pierreville, Que.	107 2	23 8	7 5	141	W. Bibeau, St. Thomas de Pierreville, Que.
96,733	Gem.....	Chatham, N.B.....	Schr—Glt	1890	Tracadie, N.B.....	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.
100,968	Gem.....	".....	"	1898	Caracquet, N.B.....	35 0	12 2	4 5	11	C. Robin, Collas & Co. Ltd., Jersey.
111,774	Gem.....	Victoria.....	"	1898	Metlakatla, B.C.....	45 0	14 6	4 6	15	Luke Mark, Massett, B.C.
103,339	General.....	Montreal.....	"	1886	Pierreville, Que.....	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermite, Que.
88,668	General Middleton..	Chatham, N.B.....	"	1895	Bay du Vin, N.B.....	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.
90,436	Genesta.....	Barrington.....	"	1891	Bear Point, N.S.....	50 5	18 3	7 3	32	J. A. Walker, Basin River Inhab- itants, N.S.
83,318	Genesta.....	Charlottetown.....	"	1886	East Port Medway, N.S.	54 5	17 9	7 0	29	W. D. Bragg, Channel, Nfld.

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103,766	Genesta	Chatham, N.B.	Schr—Glt	1896	Caraquet, N.B.	34 9	12 0	5 0	12	T. Porrier, Caraquet, N.B.
90,711	Genesta	Halifax	"	1885	Mahone Bay, N.S.	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S.	"	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	Angus Nicholson, North Sydney, C.B.
121,885	Genesta	Yarmouth	Sloop	1906	Pubnico, N.S.	36 0	11 5	6 6	13	William M. D'Entremont, M.O. Pubnico, N.S.
88,347	Geneva	Victoria	Schr—Glt	1884	Lunenburg, N.S.	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B.C.
100,818	Geneva Ethel	Barrington	"	1894	Lockeport, N.S.	54 7	17 2	7 6	29	Martin Meagher, Canso, N.S.
111,876	Geneva May	Yarmouth	"	1902	Pubnico, N.S.	71 5	21 0	8 0	72	Leander Amiro, Pubnico, N.S.
117,041	Genevive	Barrington	Sloop	1903	Shag Harbour, N.S.	32 5	12 0	6 0	11	C.A. Goreham, M.O., Wood's Harbour N.S.
108,618	Geneser	Quebec	Schr—Glt	1894	Château Richer, Que.	58 2	19 4	7 0	44	Eloi and Jos. Desbiens, St. Simeon, Que.
61,622	Gentile	Guysboro'	"	1877	New Harbour, N.S.	53 0	16 8	6 8	34	Lewis Maquire, Steep Creek, N.S.
83,321	George	Ottawa	Barge—Chd	1881	Ottawa, Ont.	109 6	22 2	7 9	152	Alphonse Laplante, Lachine, Que.
116,208	George	Yarmouth	Schr—Glt	1903	Pubnico, N.S.	41 0	14 7	7 0	23	Actine Amiro, West Pubnico, N.S.
100,185	George B. Naylor	Montreal	Barge—Chd	1889	Richelieu Bridge, Que.	68 5	17 3	5 2	49	Benjamin V. Naylor, Noyan, Que.
77,819	George Dow	Port Rowan	Schr—Glt	1875	Long Point, Ont.	42 0	13 0	4 6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	Ottawa	Barge—Chd	1886	Ottawa, Ont.	112 0	22 6	7 0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	Arichat	Sloop	1875	Maine, U.S.A.	42 4	14 9	4 8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam	Digby	Schr—Glt	1878	Meteghan, N.S.	53 3	17 7	6 9	30	Sydney L. Justason, Pennfield, N.B.
22,097	George L.	Yarmouth	"	1906	Salmon River, N.S.	34 0	12 2	6 0	13	John J. LaBlanc, M.O., Salmon River, N.S.
107,066	George L. Slipp	St. John, N.B.	"	1898	Harvey, N.B.	78 0	25 5	7 4	98	Arthur Ogilvie, et al., Parraboro', N.S.
83,437	George M. Warner	Weymouth	"	1887	Plympton, N.S.	80 4	23 5	8 8	94	Joseph H. Potter, M.O., Plympton, N.S.
50,988	George Manly	Toronto	Barge—Chd	1871	Quebec, Que.	142 5	26 0	11 0	284	W.A. Clark, jr., et al., Collingwood, Ont.
116,246	George Penniman	Sault Ste. Marie	"	.....	.....	90 0	19 8	6 6	83	James Purvis, Gore Bay, Ont.
116,495	George R. Alston	Lunenburg	Schr—Glt	1903	LaHave, N.S.	95 2	25 0	9 8	99	A. B. Crosby, et al., Halifax, N.S.
107,233	George T. Davie	Montreal	Barge—Chd	1898	St. Joseph de Lévis, Que.	177 5	35 0	12 5	680	Montreal Transportation Co., Ltd., Montreal, Que.
77,918	Geo. W. Lee	Port Hope	Schr—Glt	1876	Oak Orchard, U.S.A.	32 0	11 2	4 0	8	A. Covell, Brighton, Ont.

\* Formerly "Alice &amp; Mary."

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112,004	Georgina Roop.	Annapolis Royal.	Schr—Glt.	1906	Granville Ferry, N.S.	159 0	35 3	12 0	424	Frank W. Pickles, M.O., Annapolis Royal, N.S.
117,113	Georgian II.	Vancouver	Barge—Chd.	1905	Vancouver, B.C.	187 0	39 0	9 8	649	McKenzie Bros., Ltd., Vancouver, B.C.
92,646	Georgiana	Montreal	"	1886	Valleyfield, Que.	83 6	19 0	4 9	46	O. Stocte, Valleyfield, Que.
75,687	Georgiana	Quebec	Schr—Glt.	1878	St. Irénée, Que.	45 0	14 0	5 9	22	Anable Bouchard, La Petite Rivière, St. François Xavier, Que.
100,454	Georgiana	"	"	1892	Crane Island, Que.	61 8	20 0	6 6	48	Jos. Deslaurier, Rivière du Loup, Que.
90,885	Georgiana	Yarmouth	"	1888	Shelburne, N.S.	81 0	22 4	9 5	90	Henry Lewis, et al., Yarmouth, N.S.
94,835	Georgie Linwood	Digby	"	1871	Bristol, Me., U.S.A.	47 3	15 7	5 7	26	Hubert Johnson, et al., Granville, N.S.
122,092	Georgie M. Smith.	Yarmouth	Sloop.	1906	Clyde, N.S.	34 0	11 6	7 0	13	Thomas E. Smith, Yarmouth, N.S.
116,723	Georgie Pearl	St. John, N.B.	Schr—Glt.	1904	Cambridge, N.B.	85 8	27 8	8 0	118	W. F. Currie, M.O., Cambridge, N.B.
116,980	Georgina	Chatham, N.B.	"	1905	Shippegan, N.R.	88 6	13 4	5 1	15	G. L. Dugue, Shippegan, N.B.
122,063	Germainne	Montreal	Sloop.	1906	Ste. Esmée, Que.	80 3	24 0	7 5	87	Arsene Massicotte, St. Jean Des Chailons, Que.
121,941	Germania	Sorel	"	1906	Yamaska, Que.	104 7	22 8	7 2	110	Olivier Mayrand, Three Rivers, Que.
...	Germany	Montreal	Barge—Chd.	1870	Lanoraie, Que.	92 1	22 0	6 7	97	T. Peloquin, St. Roch, Que.
100,735	Gertie	Windsor, N.S.	Schr Glt.	1893	Walton, N.H.	63 6	20 0	6 6	46	F. F. Ogilvie, Parrsboro', N.S.

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107,997	Gertie Bell.	Canso	Schr—Glt	1900	Country Harbour, N.S.	37 0	13 2	6 1	15	Arch. Cook, Country Harbour N.S.
80,946	Gertie Belle	Guyaboro'	"	1885	"	40 8	15 8	6 0	15	C. H. Blackadar, Halifax, N.S.
100,537	Gertie H.	Digby	"	1894	Tiverton, N.S.	54 0	17 3	6 3	32	James Paterson, St. John, N.B.
100,447	Gertie Lewis.	Canso	"	1898	Booth's Bay, Me., U.S.A.	76 3	22 6	7 5	71	J. J. Sangster, Guyaboro', N.S.
107,330	Gertie M. Starr.	Halifax.	"	1901	Owl's Head, N.S.	44 0	14 0	5 7	16	Peter Roberts, Pictou, N.S.
122,142	Gertrude.	Yarmouth	Sloop.	1905	Barrington, N.S.	30 0	10 6	6 0	10	George M. Forbes, Wood's Harbour, N.S.
103,282	Gilknockie.	Chatham, N.B.	"	1890	Caraquet, N.B.	32 8	12 3	4 8	11	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
107,931	Gilley No. 1.	New Westminster.	Barge—Chd	1900	New Westminster, B.C.	72 0	24 0	6 0	104	James R. Gilley, M.O., New Westminster, B.C.
111,595	Gilley No. 2.	"	"	1901	"	85 0	26 0	7 0	124	" " " "
117,157	Gilley No. 3.	"	"	"	Vanconver, B.C.	72 6	26 0	6 0	110	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
117,156	Gilley No. 4.	"	"	1905	New Westminster, B.C.	68 0	25 0	5 8	99	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
*100,136	Gimli	Winnipeg	"	1892	Gimli, Man.	64 0	13 0	4 7	30	J. Hannesson, M.O., Gimli, Man.
103,086	Gipsy.	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	42 8	13 7	6 0	20	W. S. Loggie Co., Ltd., Chatham, N.B.
111,948	Gipsy.	"	"	1902	"	39 0	13 0	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
92,359	Gipsy.	Parraboro'	"	1887	Waterside, N.B.	52 3	16 9	5 9	33	L. H. Jenks, West Bay, Parraboro', N.S.
72,332	Glad Tidings.	St. John, N.B.	"	1878	Greenwich, N.B.	76 0	26 4	6 7	75	Joseph Christopher, Hopewell, N.B.
100,989	Gladiator.	Chatham, N.B.	"	1888	Caraquet, N.B.	36 0	12 3	4 6	11	P. Rive, Caraquet, N.B.
112,138	Gladiator.	Shelburne	"	1903	Shelburne N.S.	36 0	11 6	6 0	11	Horatio N. Enslow, et al., Shelburne, N.S.
100,964	Gladstone	Chatham, N.B.	"	1888	Caraquet, N.B.	34 3	11 6	4 6	10	P. Rive, Caraquet, N.B.
116,827	Gladys	Barrington.	Sloop	1905	Clarke's Harbour, N.S.	31 6	11 9	5 7	12	B. L. Goodwin, Cape Island, N.S.
122,403	Gladys.	Yarmouth.	"	1906	Shag Harbour, N.S.	30 0	11 0	6 0	11	Charles M. Wickens, Shag Harbour, N.S.
121,851	Gladys B. Smith	Lunenburg.	Schr—Glt	1905	La Have, N.S.	93 4	25 0	10 0	100	W. C. Smith, Lunenburg, N.S.
†94,944	Gladys E. Whidden.	Liverpool.	"	{ 1889 1905	{ Shelburne, N.S. Liverpool, N.S.	104 0	28 4	11 0	197	C. E. Whidden, Antigonish, N.S.
111,432	Gladys Elena.	Halifax.	"	1902	Mahone Bay, N.S.	39 7	13 2	6 0	16	Charles Twohig, Pennant, N.S.
121,867	Gladys F.	Lunenburg.	"	1906	La Have, N.S.	67 5	22 0	5 9	72	J. Norman Rafuse, La Have, N.S.

\* Formerly a steamer.

† Formerly "Congo."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
122,405	Gladys M .....	Yarmouth .....	Sloop .....	1906	Surette's Island, N.S. ....	30 0	10 6	6 0	10	James C. Ross, Port La Tour, N.S.
116,637	Gladys M. Smith .....	Lunenburg .....	Schr—Glt .....	1905	Mahone Bay, N.S. ....	55 2	16 8	6 9	30	J. Smith, M.O. East Chezetcook, N.S.
122,574	Gladys Oila .....	Yarmouth .....	Sloop .....	1907	Tusket Wedge, N.S. ....	32 0	11 2	6 0	10	Daniel Penney, Stoney Island, N.S.
122,305	Gladys S .....	Lunenburg .....	Schr—Glt .....	1906	La Have, N.S. ....	93 4	25 0	10 2	99	Robert Multon, Burgeo, Nfld.
100,910	Gleaner .....	Chatham, N.B. ....	" .....	1893	Caracquet, N.B., .....	38 0	12 3	5 2	13	L. Lanteigne, Caraquet, N.B.
103,874	Gleaner .....	Montreal .....	Sloop .....	1897	Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28	A. St. Denis, Ste. Anne de Bellevue, Que.
75,679	Gleaner .....	Quebec .....	Schr Glt .....	1877	Esquimaux Point, Que..	56 7	18 0	7 3	41	Benj. Landry, Esquimaux Point, Que.
97,150	Gleaner .....	St. Andrews .....	" .....	1879	West Point, N.S. ....	34 0	13 0	5 0	13	Mrs. Victor Cook, St. John, N.B.
111,445	Glennor .....	Ottawa .....	Scow—Chd. ....	1898	East Bay, Que. ....	53 0	13 0	4 4	20	Mrs. Sarah A. Kelly, Kippewa, Que.
100,003	Glenafon .....	Annapolis Royal .....	Bktn—Bkgt .....	1890	Granville, N.S. ....	134 8	31 6	12 4	344	W. K. Tyson, Mobile, Ala., U.S.A.
100,114	Glenara .....	Paraboro' .....	Schr—Glt .....	1891	Spencer's Island, N.S. ....	75 7	23 9	6 3	72	Charles A. Starratt, Port Lorne, N.S.
...	Glengarry .....	Montreal .....	Barge—Chd .....	1872	Lancaster, Ont. ....	120 0	22 6	9 8	260	Montreal Transportation Co., Ltd., Montreal, Que.
107,916	Glenita C. ....	St. Andrews .....	Sloop .....	1898	Grand Manan, N.B. ....	29 3	11 6	6 4	12	Geo. E. Matthews, St. George, N.B.
111,742	Glenwood .....	Lunenburg .....	Schr—Glt .....	1902	Clyde River, N.S. ....	100 3	24 9	9 7	99	J. E. Backman, et al., Lunenburg, N.S.



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96,722	Gilda.....	Halifax.....	Schr—Glt.....	1888	Hackett's Cove, N.S.....	33 6	13 5	5 0	10	Sydney H. Garrison, Peggy's Cove, N.S.
80,831	Glide.....	Lunenburg.....	".....	1879	East Port Medway, N.S.	39 3	14 3	5 6	16	F. A. Smith, Cape Sable Island, N.S.
90,754	Glide.....	St. John, N.B.....	".....	1886	Waterborough, N.B.....	76 5	26 3	6 8	80	M. H. Tufts, St. John, N.B.
100,108	Glooscap.....	Parrsboro'.....	Ship—3 m.....	1891	Spencer's Island, N.S.....	238 1	42 9	23 9	1721	George D. Spicer, <i>et al.</i> , Spencer's Island, N.S.
106,920	Gloria.....	Sydney.....	Cutter.....	1898	Southampton, Eng.....	57 0	12 4	7 0	21	James Ross, Montreal, Que.
117,137	Glorianna.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	34 0	11 0	6 0	10	A. Boudreau, M.O., Tusket Wedge, N.S.
103,752	Glyndon.....	Lunenburg.....	Schr—Glt.....	1897	LaHave, N.S.....	92 9	24 9	10 0	99	J. A. Romkey, Ribsey's Cove, N.S.
107,840	Gog.....	Victoria.....	Barge—Chd.....	1901	Victoria, B.C.....	95 5	30 3	6 8	132	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
64,573	Gold Finder.....	St. John, N.B.....	Schr—Glt.....	1871 } 1886 }	Westfield, N.B.....	72 2	25 3	7 2	69	S. W. Boyd, Pennfield, N.B.
107,775	Gold Seeker.....	Chatham, N.B.....	Schr—Glt.....	1900	Caraguet, N.B.....	36 4	12 8	5 5	13	The C. Robin Collas & Co., Ltd., Halifax, N.S.
92,586	Golden Bow.....	Quebec.....	".....	1891	Anticosti, Que.....	71 2	20 0	8 7	61	Manicouagan & English Bay Export Co., Quebec, Que.
107,870	Golden Crown No. 1.....	Dawson.....	Dredge—drague.....	1902	White Horse, Y.T.....	85 0	25 0	5 0	114	William Ogilvie, White Horse, Y.T.
.....	Golden Harbor.....	Windsor, Ont.....	Scow—Chd.....	1873	Belle River, Ont.....	68 6	17 7	4 6	42	A. Ouellette, Belle River, Ont.
100,270	Golden Light.....	Windsor, N.S.....	Schr—Glt.....	1892	Blomidon, N.S.....	45 5	16 0	5 9	24	Sir F. W. Borden, Canning, N.S.
116,507	Golden Rod.....	Lunenburg.....	".....	1904	LaHave, N.S.....	69 8	22 2	8 6	76	Adnah Burns, M.O., LaHave, N.S.
130,271	Golden Rod.....	Windsor, N.S.....	Bktn—Bkgt.....	1892	Kingsport, N.S.....	160 0	36 0	13 2	533	Wm. McBride, <i>et al.</i> , Kentville, N.S.
107,432	Golden Rule.....	Barrington.....	Schr—Glt.....	1862	Kennebunk, Me., U.S.A.	62 0	18 2	6 7	49	Wm. H. Swim, <i>et al.</i> , Barrington, N.S.
107,062	Golden Rule.....	St. John, N.B.....	".....	1897	Canning, N.S.....	62 0	23 0	6 3	55	Wm. Dewey, Sackville, N.B.
112,132	Golden Rule.....	Shelburne.....	".....	1902	Shelburne, N.S.....	104 0	25 5	9 7	149	Zeph. Nickerson, Port Clyde, N.S.
94,963	Golden Seal.....	Halifax.....	Schr—Glt.....	1889	Pleasantville, N.S.....	50 0	18 0	7 0	32	Ernest Cormier, Amherst, M.I., Que.
107,472	Goldie G.....	Digby.....	".....	1899	Young's Cove, N.S.....	44 5	12 6	5 2	15	Watson Guest, <i>et al.</i> , Young's Cove, N.S.
83,026	Gondola.....	Wallaceburg.....	Barge—Chd.....	1881	Wallaceburg, Ont.....	102 4	23 8	6 0	91	E. Houston, Dresden, Ont.
122,491	Good Intent.....	Chatham, N.B.....	Schr—Glt.....	1907	Maisonette, N.B.....	32 0	12 0	4 6	10	James W. Nixon, New Bandon, N.B.
96,860	Good News.....	Toronto.....	".....	1894	Sand Beach, U.S.A.....	42 0	13 0	4 5	18	Wm. Appleton, Toronto, Ont.
*103,877	Grace.....	Montreal.....	Scow—Chd.....	1894	Toledo, Ohio, U.S.A.....	91 6	26 7	5 4	106	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.

\* Formerly "No. 5."

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103,544	Grace D.	Halifax	Schr—Glt	1890	Pennant, N.S.	34 2	10 6	4 8	10	J. Maryatt, Pennant, N.S.
112,131	Grace D. Day	Shelburne	"	1902	Sable River, N.S.	57 4	18 5	7 0	39	John S. Hackett, English Harbour, East Nfld.
111,747	Grace Darling	Lunenburg	"	1902	Mahone Bay, N.S.	96 8	25 0	10 5	100	Warden Dauphinee, et al., St. Mar- garet's Bay, N.S.
122,003	Grace Darling	"	"	1906	Mahone Bay, N.S.	66 6	20 6	8 0	64	Augustus Lentz, M.O., Mahone Bay, N.S.
111,674	Grace Darling	Parraboro'	"	1901	Lower Seimah, N.S.	82 7	25 7	8 4	97	Josiah Soley, Economy, N.S.
116,680	Grace Darling	St. Andrews	Sloop	1904	Shelburne, N.S.	38 0	13 0	5 2	12	Judson L. Guptill, Grand Manan, N.B.
107,910	Grace & Ethel	"	"	1899	St. John, N.B.	34 0	13 0	5 5	16	Robert Ingersoll, Grand Manan, N.B.
107,534	Gracie C.	St. John, N.B.	"	1898	Milledgeville, N.B.	24 7	7 3	2 3	3	E. N. Jones, St. John, N.B.
116,781	Grand Desert.	Halifax	Schr—Glt	1904	Grand Desert, N.S.	74 0	21 6	8 3	65	Martin Julien, M.O., Grand Desert, N.S.
88,220	Grande.	"	"	1883	Mahone Bay, N.S.	37 5	12 9	6 0	14	Alexander Fougere, Halifax, N.S.
101,206	Grande.	Sydney	"	1873	Portsmouth, U.S.A.	197 2	38 5	23 8	1262	The Dominion Coal Co., Ltd., Mont- real, Que.
107,741	Granger	Pictou, Ont.	"	1899	Stella, Ont.	50 0	14 1	14 5	21	Geo. Cadotte, Wolf Island, Ont.
92,668	Grant	Ottawa	Barge—Ohd	1887	Hull, Que.	112 0	23 0	7 6	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,641	Grantham	St. Catharines	Schr—Glt	1873	Port Robinson, Ont.	140 0	23 7	11 7	325	Ira A. Brock, Garden Island, Ont.

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112,157	Grasshopper	Chatham, N.B.	Schr—Glt	1902	Caracquet, N.B.	42 0	14 0	5 9	16	Philip Rive, Caracquet, N.B.
122,490	Grattan	Quebec	Barge—Chd	1907	St. Irénée, Que.	121 6	32 0	7 7	230	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
116,883	Grayling	Arichat	Schr—Glt	1904	Port Mulgrave, N.S.	41 0	14 0	6 6	25	George Herridge, North Sydney, N.S.
90,746	Grayling	Sydney	"	1885	Rothsaway, N.B.	41 6	16 0	4 9	21	Angus McLeod, Sydney, N.S.
100,992	Great Mogul	Chatham, N.B.	"	1888	Caracquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caracquet, N.B.
107,996	Green Linnet	Causo	"	1886 1892	Tancook, N.S.	37 0	12 0	6 0	12	John D. Ryan, Causo, N.S.
107,435	Greenback	St. Andrews	"	1899	Meteghan, N.S.	38 0	14 7	8 0	22	Charles E. King, Grand Manan, N.B.
111,683	Greenwood	Shelburne	"	1901	Shelburne, N.S.	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
94,725	Grenada	Windsor, N.S.	Bktn—Bkg	1888	Horton, N.S.	161 0	34 6	15 1	635	J. T. North, Hantsport, N.S.
96,702	Grenville	Ottawa	Barge—Chd	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,972	Greta	Dorchester	Schr—Glt	1899	Dorchester, N.B.	103 0	28 3	8 7	146	Hiram W. Palmer, Dorchester, N.B.
116,738	Gretta	Halifax	"	1904	Clam Harbour, N.S.	88 5	13 7	5 6	14	Alton Russell, Clam Harbour, N.S.
92,508	Grey Eagle	St. Andrews	"		Booth Bay, Me., U.S.A.	32 6	11 9	7 0	13	B. Dick, St. George, N.B.
111,411	Grisee	Pictou, N.S.	"	1900	Lunenburg, N.S.	63 0	18 6	7 5	38	W. M. Aitkin, Halifax, N.S.
72,719	Grimsby	St. Catharines	"	1874	St. Catharines, Ont.	137 3	26 2	11 8	331	Alexander Laplante, Lachine, Que.
92,418	Grip	Chatham, N.B.	"	1889	Tracadie, N.B.	37 3	13 2	6 0	12	Gervais Chenard, Caracquet, N.B.
66,602	Grizelda	Sydney	"	1870	Great Bras d'Or, N.S.	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.
116,591	Gudrun	Montreal	Sloop	1901	Dorval, Que.	31 6	8 2	1 6	1	David A. Poe, Montreal, Que.
71,072	Guest	Amherstburg	Schr—Glt	1891	Toussaint, U.S.A.	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.
88,599	Guide	Arichat	Schr—Glt	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Edward Poirier, Desecouse, N.S.
116,527	Guide	Lunenburg	"	1905	La Have, N.S.	75 2	21 8	8 5	73	W. N. Reinhardt, M. O., La Have, N.S.
100,790	Guiding Star	Chatham, N.B.	"	1890	Caracquet, N.B.	35 9	12 6	4 4	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
107,763	Guinea	Charlottetown	"	1900	Cape Egmont, P.E.I.	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
111,551	Guior	St. Andrews	Sloop	1898	West Isles, N.B.	40 6	13 4	6 0	17	Wm. M. Kent, Grand Manan, N.B.
103,394	Gull	Deeronto	"	1895 1896	Ogdensburg, N. Y., U.S.A.	52 0	15 0	5 0	25	Peter Coté, Belleville, Ont.

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74,217	Gustave Adolphe	Montreal	Sloop.	1875	St. Aimé, Que.	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.
121,978	Gwenol	Victoria	"	1886	Victoria, B. C.	40 0	10 8	2 0	5	James Sydney Gibb, Victoria, B. C.
121,827	Gwenola	Montreal	"	1906	Dorval, Que.	35 0	8 2	2 6	4	Hon. Mr. Justice Charles Peers Davidson and Peers Davidson, J.O., Montreal, Que.
100,279	Gypeum Emperor	Windsor, N.S.	Schr—Glt	1892	Parraboro', N.S.	179 2	36 2	16 2	686	Gypeum Packet Co., Ltd., Windsor, N. S.
100,731	Gypeum Empress	"	"	1892	Horton, N.S.	174 0	36 4	16 5	723	" " " "
117,064	H. No. 1.	Ottawa	Barge—Chf	1902	Birch Lake, Que.	35 8	13 0	4 0	24	John F. Hurdman, Ottawa, Ont.
117,066	H. No. 2.	"	"	1902	"	48 0	13 0	4 0	28	" " " "
117,066	H. No. 3.	Ottawa	"	1902	"	48 0	13 0	4 0	28	John F. Hurdman, Ottawa, Ont.
117,067	H. No. 4.	"	"	1902	"	52 0	13 0	4 0	29	" " " "
117,068	H. No. 5.	"	"	1902	"	52 0	13 0	4 0	29	" " " "
96,862	H. B.	Prescott	"	1890	Montreal, Que.	170 7	33 8	13 0	64	Jas. Buckley, Prescott, Ont.
86,750	H. B.	Quebec	Schr—Glt	1888	Esquimaux Point, Que.	63 6	21 0	6 2	67	Edouard Boudresault, Esquimaux Point, Que.

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96,756	H. A. Holder.	St. John, N.B.	Schr—Glt	1889	Greenwich, N.B.	81 7	27 0	7 1	94	S. M. Rolf, <i>et al.</i> , Port Greville, N.S.
117,040	H. C. Phillips.	Barrington	Sloop.	1905	Clarke's Harbour, N.S.	32 0	11 0	6 7	11	Osborn Phillips, Clarke's Harbour, N.S.
116,304	H. F. Church.	Sarnia	Barge—Chd	1875	Trenton, N. J., U. S. A.	138 3	26 0	11 2	306	John Garroch, Sarnia, Ont.
111,411	H. H. Kitchener.	Lunenburg	Schr—Glt.	1900	La Have, N.S.	90 2	25 0	10 0	100	John Haughn, Sr., La Have, N.S.
111,678	H. J. Logan.	Parrsboro'	"	1902	Parrsboro', N.S.	175 3	37 3	18 9	772	D. S. Howard, Parrsboro', N.S.
90,814	H. M. Ballou.	Port Hope	"	1867	Oak Orchard, U.S.A.	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
*72,580	H. M. Stanley	Kingston	"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305	The Morden Transit Co., Ltd., Midland, Ont.
96,957	H. M. Stanley	St. John, N.B.	"	1890	Newcastle, N.B.	76 2	27 5	7 0	98	S. J. Bates, <i>et al.</i> , Springfield, N.B.
80,951	H. N. Todman	Windsor, Ont.	"	1867	Wellington, Ont.	92 2	22 6	8 3	110	Wm. Stone Rice, Puce, Ont.
90,619	H. R. Emmerson	Moncton.	"	1890	Coverdale, N.B.	78 5	24 8	7 7	98	John L. Peck, Hillsboro', N.B.
80,891	H. T. Walcott.	Ottawa	Barge—Chd	1880	Hull, Que.	110 0	22 1	7 8	163	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,856	H. Auger.	Quebec	Schr—Glt	1892	Les Ecureuils, Que.	54 6	15 6	6 6	37	Joseph N. Dussault, Les Ecureuils, Que.
66,043	H. Lebranche	"	Barge—Chd	1872	Ste. Geneviève de Batiscan, Que.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
112,284	Haines Bros.	Digby	Schr—Glt	1902	Meteghan, N.S.	55 6	17 8	6 9	46	Ed. Haines, <i>et al.</i> , Freeport, N.S.
90,730	Halicia.	Halifax	Cutter.	1887	Dartmouth, N.S.	33 2	6 4	5 5	6	Samuel Trott, Seaton, England.
121,835	Halytan.	St. John, N.B.	Schr—Glt	1905	Cambridge, N.B.	44 7	15 6	8 3	31	Warren A. E. Dykeman, Cambridge, N.B.
92,482	Hamburg.	Windsor, N.S.	Bk—Bq.	1886	Hantsport, N.S.	216 2	43 0	24 0	1649	A. B. Coldwell, Boston, Mass., U.S.A.
111,661	Hamilton.	Montreal.	Barge—Chd	1901	Hamilton, Ont.	202 2	41 0	13 1	970	Montreal Transportation Co., Ltd., Montreal, Que.
116,287	Handy Andy.	Halifax	Schr—Glt	1903	Sheet Harbour, N.S.	37 3	12 2	6 3	15	John P. Westhaver, Sheet Harbour, N.S.
100,798	Handy No. 1.	Victoria.	Scow—Chd.	1888	Tacomia, Wash., U.S.A.	76 0	26 0	6 0	103	Sayward Mills & Timber Co., Ltd., Victoria, B. C.
74,128	Happy Go-Lucky.	Charlottetown.	Schr—Glt	1877	Port Medway, N. S.	56 0	19 0	7 0	36	George Allen, Montague, P.E.I.
100,815	Happy Home.	Barrington.	"	1894	Cape Negro, N.S.	36 0	11 3	4 5	10	W. H. Harris, Halifax, N.S.
111,849	Happy Home.	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 7	16	H. LeBouthillier, Caraquet, N.B.
116,962	Happy Home.	St. Andrews.	"	1904	Pennfield, N. B.	37 5	15 6	7 0	24	Daniel Thompson and Jno. McDowell, Pennfield, N.B.
122,341	Hardy.	Toronto	Dredge-Drague.	1905	Toronto, Ont.	66 0	19 3	5 0	64	Sand & Dredging, Ltd., Toronto, Ont.

\* Formerly "Jessie H. Breck."

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100,956	Harold N.	Chatham, N.B.	Schr—Glt.	1883	Shippegan, N.B.	36 4	12 1	4 7	12	W. S. Loggie Co., Ltd., Chatham, N.B.
91,839	Harrie	St. Andrews.	"	1882	Brier Island, N.B.	30 0	12 2	6 2	14	Abram Mathews, Campo Bello, N.B.
80,895	Harry	Ottawa	Barge—Chd.	1879	Ottawa, Ont.	111 1	22 0	7 4	166	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry	Parraboro'	Schr—Glt.	1892	Port Greville, N.S.	153 8	35 0	12 5	422	C. T. White, Apple River, N.S.
97,038	Harry	Yarmouth.	Bktn—Bkgt.	1891	Beaver River, N.S.	92 4	25 0	9 9	144	Henry Lewis, Yarmouth, N.S.
80,825	Harry B.	Liverpool.	Schr—Glt.	1880 1888	Bridgewater, N.S. Liverpool, N.S.	67 0	21 8	8 8	67	J. H. Smith, et al., Brooklyn, N.S.
111,839	Harry C.	Digby.	"	1902	Salmon River, N.S.	33 0	10 0	5 7	16	Fred. J. Coggins, Westport, N.S.
107,342	Harry C. Ellis	Yarmouth.	Schr—Glt.	1901	Pubnico, N.S.	45 0	13 4	7 0	16	W. G. Longmire and E. J. Hender- son, Annapolis Royal, N.S.
116,804	Harry M. Johnson.	"	Sloop.	1904	Clarke's Harbour, N.S.	38 4	12 0	6 0	14	Chas. H. Crowell, Clarke's Harbour, N.S.
80,801	Harry Morris	St. John, N.B.	Schr—Glt.	1882	Parraboro', N.S.	77 4	24 1	8 0	98	Robert Carson, St. Martin's, N.B.
116,322	Hartney W.	Parraboro'.	"	1903	Port Greville, N.S.	123 3	32 2	11 2	271	C. C. Langill, M.O., Parraboro', N.S.
.....	Harvest	Montreal.	Barge—Chd.	1870	Montreal, Que.	120 4	23 3	10 5	282	J. L. B. Leclaire, Sorel, Que.
108,283	Harvest Home.	St. John, N.B.	Schr—Glt.	1896	Cambridge, N.B.	64 2	23 3	5 0	53	Harry W. Porter, Chipman, N.B.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m.	1887	Cornwallis, N.S.	257 0	45 0	24 6	1804	E. A. Forsyth, Windsor, N.S.

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107,587	Harvey.....	Lindsay.....	Barge—Chd.....	1897	Bobaygeon, Ont.....	70	0	18	6	5	0	65	Robert Kennedy, Lindsay, Ont.
107,811	Hastings.....	Peterborough.....	".....	1897	Burnett's Mills Landing, Ont.	61	0	15	5	4	5	36	Frank Burnett, Birdsall, Ont.
88,401	Hattie.....	Digby.....	Schr—Glt.....	1884	Green Cove, N.S.....	57	8	17	5	6	6	37	E. C. Bowers, et al., Westport, N.S.
112,129	Hattie.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	44	4	12	3	5	7	12	Arthur Jollymore, Indian Harbour, N.S.
100,388	Hattie.....	Sydney.....	Schr—Glt.....	1894	Aspy Bay, N.S.....	54	7	17	0	5	8	27	W. J. Naus, Halifax, N.S.
100,327	Hattie.....	Yarmouth.....	".....	1892	Argyle, N.S.....	33	0	12	6	5	0	10	R. Ellenwood, Yarmouth, N.S.
88,296	Hattie Ann.....	Kingston.....	Sloop.....	1883	Cranberry Lake, Ont.....	84	4	17	4	4	8	51	James Mullen, Belleville, Ont.
122,248	Hattie B.....	St. Andrews.....	".....	1903	Meteghan, N.S.....	25	0	11	0	4	6	10	Wilnot Benson, Grand Manan, N.B.
88,598	Hattie C.....	St. John, N.B.....	Schr—Glt.....	1883	Howell Cape, N.B.....	97	5	28	4	10	0	160	Thomas King, North Sydney, N.S.
90,647	Hattie Emeline.....	Yarmouth.....	".....	1885	Pubnico, N.S.....	31	1	13	7	4	9	11	Chas. Reynolds, Port la Tour, N.S.
94,622	Hattie H.....	Ottawa.....	Barge—Chd.....	1888	Ottawa, Ont.....	108	0	23	0	6	0	134	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,437	Hattie L.....	St. Andrews.....	Sloop.....	1890	Musquash, N.B.....	29	6	12	0	5	6	12	Francis A. Cheney, Grand Manan, N.B.
107,641	Hattie L. M.....	Halifax.....	Schr—Glt.....	1899	Mahone Bay, N.S.....	86	4	23	5	9	6	88	C. H. MacLeod, Pictou, N.S.
111,516	Hattie Louise.....	St. John, N.B.....	Sloop.....	1898	Seal Cove, N.B.....	33	9	13	0	5	0	11	James W. Wooster, Grand Manan, N.B.
103,722	Hattie McKay.....	Parrsboro'.....	Schr—Glt.....	1896	Parrsboro', N.S.....	68	1	22	2	7	3	74	Jas. H. Card, Parrsboro', N.S.
100,888	Hattie Muriel.....	St. John, N.B.....	".....	1894	Scotch Town, N.B.....	79	5	28	4	6	8	85	H. H. Moore, et al., Hopewell Cape, N.B.
121,805	Hattie Quinlen.....	Yarmouth.....	Sloop.....	1904	Clarke's Harbour, N.S.....	30	0	10	6	6	0	10	Wm. L. Quinlen, Clarke's Harbour, N.S.
80,799	Hattie T.....	Barrington.....	Schr—Glt.....	1883	Beaver River, N.S.....	42	5	14	6	5	7	16	D. O. Kendrick, et al., Shag Harbour, N.S.
107,480	Hattie & Eva.....	Digby.....	Sloop.....	1900	Freeport, N.S.....	32	4	11	2	5	2	11	Milton Haines, et al., Freeport, N.S.
121,797	Hattie & Nina.....	Yarmouth.....	".....	1905	Shelburne, N.S.....	31	0	11	6	6	0	10	A. H. Perry, North West Harbour, N.S.
112,111	Havana.....	Lunenburg.....	Schr—Glt.....	1903	Bridgewater, N.S.....	98	8	25	0	10	0	100	Albert V. Conrad, La Have, N.S.
111,996	Havelock.....	Annapolis Royal.....	".....	1901	Bridgetown, N.S.....	112	0	30	3	11	2	198	F. W. Pickels, et al., Annapolis Royal, N.S.
83,463	Havelock.....	St. Andrews.....	".....	1852	Newark, Conn., U.S.A.	48	0	17	0	7	0	33	W. James, Campo Bello, N.B.
122,577	Hazard.....	Yarmouth.....	".....	1907	Yarmouth, N.S.....	65	5	20	4	7	8	63	Hugh B. Cann, M.O., Yarmouth, N.S.
121,863	Hazel.....	Lunenburg.....	".....	1906	LaHave, N.S.....	73	8	21	6	8	4	71	Jeffrey W. Publicover, LaHave, N.S.

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122,189	Hazel	Yarmouth.	Sloop.	1906	Barrington, N.S.	30 0	11 0	6 0	10	David E. Watkins, Barrington, N.S.
122,083	Hazel B. Miller	Charlottetown	Schr—Glt	1907	Charlottetown, P.E.I.	80 1	22 4	8 1	72	William P. Burke, Charlottetown, P.E.I.
80,643	Hazel Dell	Yarmouth	"	1883	Pubnico, N.S.	79 9	21 9	9 1	87	Robert Murray, et al., Port Richmond, N.S.
85,554	Hazel Glen	Annapolis Royal	"	{ 1884 1903	{ Pubnico, N.S. Granville Ferry, N.S.	81 8	22 4	8 8	89	Mrs. L. E. Anderson, et al., Clarke's Harbour N.S.
116,677	Hazel L.	St. Andrews	Sloop	1904	Shelburne, N.S.	37 0	13 3	5 6	15	Manford Lorimer, Grand Manan, N.B.
117,091	Hazel Maud	Arichat	Schr—Glt	1904	Liscomb, N.S.	35 0	11 3	5 6	10	J. Hartling, Liscomb, N.S.
111,688	Hazelwood	Shelburne.	"	1902	Brighton, N.S.	50 1	16 7	7 2	29	Geo. C. Stevens, Freeport, N.S.
92,372	Hazelwoode	St. John, N.B.	"	1888	Moss Glen, N.B.	93 3	26 6	7 6	114	James Jardine and John Jardine, Rexton, N.B.
71,145	Heather Belle	Goderich	"	1898	Picton, Ont.	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Hebe	Halifax	Sloop.	1896	Malbone Bay, N.S.	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,408	Hector.	Arichat.	Schr—Glt	1865	River Bourgeoise, N.S.	59 8	17 9	7 6	35	Geo. Walker, Basin River Inhabitant, N.S.
90,735	Hector.	Port Hawkesbury	"	1886	Basin River Inhabitant, N.S.	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitant, N.S.
*90,699	Hector.	Montreal.	Barge Chd.	{ 1882 1896	{ Kingston, Ont. Montreal, Que.	170 3	35 5	11 9	539	Montreal Transportation Co., Ltd., Montreal, Que.

\* Formerly "Glennora."



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88,694	Hector.....	St. John, N.B.....	Bktn—Bkgt.....	1885	St. John, N.B.....	156	6	32	6	13	0	498	Chas. McL. Troop, <i>et al.</i> , St. John, N.B.
90,869	Hector W. McG.....	Port Hawkesbury.....	Schr—Glt.....	1886	Lunenburg, N.S.....	79	9	23	5	9	0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
†103,876	Helen.....	Montreal.....	Scow—Chd.....	1884	Toledo, Ohio, U.S.A.....	96	6	26	7	5	4	106	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
83,377	Helen.....	Toronto.....	Schr—Glt.....	1882	Oakville, Ont.....	79	3	19	7	5	4	61	J. H. Goldring, Toronto, Ont.
122,100	Helen C. Morse.....	Yarmouth.....	Sloop.....	1905	Shelburne, N.S.....	30	0	10	6	6	0	10	Nehemiah Crowell, Wood's Harbour, N.S.
116,442	Helen C. Morse.....	Lunenburg.....	Schr—Glt.....	1903	Sable River, N.S.....	87	6	23	3	8	7	98	John W. Westhaver, <i>et al.</i> , Lunenburg, N.S.
122,232	Helen Davis.....	Barrington.....	Sloop.....	1906	Clarke's Harbour, N.S.....	33	6	11	4	6	0	12	Leulless Brannen, M.O., Clarke's Harbour, N.S.
100,067	Helen E. Kenney.....	St. John, N.B.....	Schr—Glt.....	1891	Black River, N.B.....	126	8	30	2	11	5	234	Peter McIntyre, <i>et al.</i> , St. John, N.B.
103,020	Helen M.....	Parraboro'.....	".....	1895	Port Greville, N.S.....	64	0	21	6	7	2	62	N. M. Ogilvie, Parraboro, N.S.
†90,734	Helen M. Crosby.....	Port Hawkesbury.....	".....	1895	Essex, Mass., U.S.A.....	72	5	20	9	7	1	64	A. F. Cameron, Sherbrooke, N.S.
100,544	Helen Maud.....	Digby.....	".....	1896	Freeport, N.S.....	43	5	15	6	6	1	26	C. McDormand, Westport, N.S.
107,292	Helen Shafner.....	Annapolis Royal.....	".....	1899	Bridgetown, N.S.....	107	0	29	6	10	1	130	A. W. Girrior, <i>et al.</i> , Antigonish, N.S.
116,493	Helen Stewart.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	102	2	28	0	10	8	180	William A. Miller, Alberton, P.E.I.
116,917	Helen Vair.....	Liverpool.....	".....	1906	Liverpool, N.S.....	83	0	23	3	8	9	79	George A. Buffett, Grand Bank, Nfld.
†122,590	Helen and Beatrice.....	St. Andrews.....	".....	1907	Campobello, N.B.....	37	0	18	6	6	5	29	Gordon C. Calder, Campobello, N.B.
116,874	Helena.....	St. Catharines.....	Barge—Chd.....	1906	Merriton, Ont.....	135	3	26	2	8	0	218	J. Battle, Thorold, Ont.
100,117	Helena M.....	Parraboro'.....	Schr—Glt.....	1892	Parraboro', N.S.....	62	3	19	7	7	2	55	S. W. Woods, Parraboro', N.S.
122,237	Helena Maud.....	Barrington.....	Sloop.....	1907	Clarke's Harbour, NS.....	33	0	12	0	5	6	11	Byron H. Smith, Cape Island, N.S.
72,672	Helena.....	Victoria.....	".....	1877	Victoria, B.C.....	37	5	11	4	4	0	11	David Doig, Victoria, B.C.
112,009	Henrietta.....	Port Arthur.....	Dredge—Drague.....	1879	Duluth, Minn., U.S.A.....	126	0	28	0	4	0	125	Algoma Builders' Supply Co., Ltd., Port Arthur, Ont.
111,578	Henry Fitzbugh.....	Toronto.....	Barge—Chd.....	1896	Oswego, N.Y., U.S.A.....	138	0	26	0	11	0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
83,194	Henry G. Ives.....	Pictou, N.S.....	Schr—Glt.....	1896	Merigonish, N.S.....	68	4	22	1	7	8	68	A. LeBlanc, Arichat, N.S.
122,114	Henry H. Dicks.....	Sydney.....	".....	1906	New Harris, N.S.....	70	0	20	5	8	0	65	Mrs. Agnes J. Dicks, Georgetown, P.E.I.
103,717	Henry L.....	Yarmouth.....	".....	1898	Puhalco, N.S.....	33	0	12	5	5	7	10	A. C. D'Entremont, Puhalco, N.S.
122,005	Henry L. Montague.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	98	6	24	5	10	4	96	William C. Smith, M.O., Lunenburg, N.S.

† Formerly "No. 4."

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103,311	Henry L. Phillips.	Port Hawkesbury.	Schr—Glt	1868	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arseneau, Magdalen Islands, Que.
91,856	Henry Nickerson.	Parrboro'.	"	1871	Bath, Me., U.S.A.	74 7	21 4	7 7	70	J. H. LeBlanc, Poulamond, N.S.
75,902	Henry Swan.	Sackville.	"	1878	Richibucto, N.B.	70 2	22 4	7 6	63	Chas. W. Ford, Sackville, N.B.
107,060	Herald.	Barrington.	"	1904	Barrington, N.S.	63 2	20 3	7 9	42	Paul E. Crowell, Barrington, N.S.
100,934	Hercules.	Chatham, N.B.	"	1891	Shippegan, N.B.	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.
116,892	Hermes II.	Yarmouth.	Sloop	1898	Booth Bay, Me., U.S.A.	51 0	14 5	6 0	14	Irvine A. Lovitt, Yarmouth, N.S.
69,576	Hermine.	Quebec.	Schr—Glt	1873	St. Germain de Rimouski, Que.	40 0	13 6	6 4	20	Théophile Bouchard, Bay St. Paul, Que.
116,494	Héro.	Lunenburg.	"	1903	La Have, N.S.	43 2	13 6	6 0	18	Jeremiah Petite, Fortune Bay, Nfld.
107,771	Heron.	Chatham, N.B.	"	1899	Shippegan, N.B.	36 0	12 9	5 1	13	Wm. Fruing & Co., Ltd., Jersey.
77,786	Hesperia.	Halifax.	"	1890	Port Medway, N.S.	43 4	13 0	6 2	17	Jas. Reyno, Herring Cove, N.S.
94,983	Hesperua.	Vancouver.	Sloop	1899	Vancouver, B.C.	35 5	12 3	5 5	20	Johanes Jaago, Vancouver, B.C.
83,259	Hettie May.	Annapolis Royal.	Schr—Glt	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
121,867	Hiawatha.	Lunenburg.	"	1906	Lunenburg, N.S.	95 2	25 0	10 0	99	Benjamin Cook, M.O., Rose Bay, N.S.
98,904	Hiawatha.	Montreal.	Barge Chd	1890	Garden Island, Ont.	176 5	30 0	11 9	618	Montreal Transportation Co., Ltd., Montreal, Que.

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77,756	Hiawatha	Shelburne	Schr—Glt	1880	Jordan River, N.S.	71 0	21 5	8 8	66	C. Hardy, Mahone Bay, N.S.
100,347	Hibernia	Maitland	"	1902	Noel, N.S.	182 5	31 5	11 7	298	E. A. O'Brien, Noel, N.S.
*112,064	Hieronymus	Windsor, N.S.	"	1904	Horton, N.S.	156 0	35 2	12 8	417	Mrs. Minnie B. Cain, Amherst, N.S.
69,097	Highland Jane	Halifax	"	1874	Jeddore, N.S.	52 0	17 1	7 4	32	Alburn Corkum, Chester, N.S.
96,870	Hilda	Montreal	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	Montreal Transportation Co., Ltd., Montreal, Que.
122,069	Hilda	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	17	James A. Boudreau, M.O., Tusket Wedge, N.S.
122,214	Hilda E.	St. Andrews	"	1906	Grand Manan, N.B.	28 4	11 6	6 0	12	Joseph Moorehouse, Grand Manan, N.B.
121,993	Hilda M. Beckman	Lunenburg	Schr—Glt	1906	LaHave, N.S.	80 0	23 8	8 8	81	James G. Backman, M.O., Rose Bay, N.S.
116,740	Hilda M. Horton	Halifax	"	1904	Beckerton, N.S.	49 4	15 5	7 3	29	Edward F. C. Horton, M.O., Beckerton, N.S.
100,161	Hilda Maude	Port Hawkesbury	"	1891	La Have, N.S.	54 7	18 6	7 6	46	John Malcolm, et al., Port Malcolm, N.S.
103,708	Hillside	Yarmouth	Bktn—Bkglt	1897	Grangemouth, G.B.	158 0	33 1	13 1	439	Joseph Murphy, Levia, Que.
122,141	Hillside	Yarmouth	Sloop	1905	Wood's Harbour, N.S.	30 0	11 0	6 6	10	Shurben L. Nickerson, M.O., Wood's Harbour, N.S.
73,942	Hiram	Ottawa	"	1876	Ottawa, Ont.	104 5	22 2	7 0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiram Benson	Toronto	Barge—Chd	1871	Quebec, Que.	140 5	26 0	11 0	275	Jas. Playfair and W.A. Clark, jr., J.O., Collingwood, Ont.
103,765	Hirondelle	Chatham, N.B.	Schr—Glt	1894	Caraguet, N.B.	32 6	12 0	4 8	11	T. Abier, Shippegan, N.B.
.....	Hirondelle	Montreal	Barge—Chd	1873	St. Aimé, Que.	86 5	20 0	5 0	59	Mich. Laramie, St. Louis, Que.
74,253	Hirondelle	Quebec	Schr—Glt	1876	Mille Vaches, Que.	47 8	16 8	6 6	32	Joseph Gagné, jr., Malbaie, Charles-voix Co., Que.
112,109	Hispaniola	Lunenburg	"	1903	Lunenburg, N.S.	90 4	24 3	9 3	91	Patrick Farrell, St. Laurence, Nfld.
121,717	Hokushinmaru	Vancouver	"	1904	Steveston, B.C.	34 5	13 0	3 8	15	Shimataro Yoshihara, Vancouver, B.C.
107,566	Homer	Lindsay	Barge—Chd	1898	Babaygeon, Ont.	47 6	12 9	4 0	25	Robert Kennedy, Lindsay, Ont.
66,006	Hon. Hector Langevin	Quebec	Schr—Glt	1872	St. Jean, Island of Orleans, Que.	80 5	22 0	9 2	90	Wm. Fruing & Co., Ltd., Jersey.
59,868	Honble. David Price	"	"	1868	Quebec, Que.	69 0	20 2	8 9	63	Horsace Demeule, Isle aux Coudres, Que.
3,98410	Honorable Mercier	"	"	1897	"	80 0	24 6	7 4	84	D. Perron and J. Bouchard, Grande Baie, Chicoutimi, Que.
116,933	Hootalinqua	Victoria	Barge—Chd	1899	Bennett Lake, B.C.	68 7	25 1	4 6	67	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
90,879	Hope	Barrington	Schr—Glt	1887	Bear River, N.S.	46 0	15 9	6 0	22	G. L. Banks, Barrington, N.S.

\* Formerly "King Avon."

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92,409	Hope .....	Chatham, N.B. ....	Schr—Glt .....	1888	Tracadie, N.B. ....	40 8	14 8	5 5	18	J. Alexander, St. Aubin's, Jersey.
100,908	Hope .....	" .....	" .....	1885	Carquet, N.B. ....	36 7	12 5	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Carquet, N.B.
103,939	Hope .....	" .....	" .....	1886	Pokemouche, N.B. ....	34 0	12 0	5 0	11	Chas. Real, Shippegan, N.B.
68,172	Hope .....	Halifax .....	" .....	1873	Lunenburg, N.S. ....	53 5	16 5	6 8	31	James Redmond, North Sydney, N.S.
.....	Hope .....	Hamilton .....	Scow—Chd .....	1866	Port Nelson, Ont. ....	54 0	12 0	4 9	25	Edward Adamson, Toronto, Ont.
61,426	Hope .....	Paspébiac .....	Schr—Glt .....	1872	Shippegan, N.B. ....	36 5	11 8	4 2	13	C. Robin Collas & Co., Ltd., Paspébiac, Que.
97,057	Horace B. ....	Liverpool .....	" .....	1892	Port Le Bear, N.S. ....	38 0	13 6	5 8	14	G. H. Hiltz, Lockport, N.S.
112,061	Hornet .....	Windsor, N.S. ....	" .....	1903	Blomidon, N.S. ....	52 8	17 8	5 2	26	Willard Coffill, Canning, N.S.
100,906	Holapur .....	Chatham, N.B. ....	" .....	1891	Carquet, N.B. ....	37 0	12 7	4 6	10	P. Rive, Carquet, N.B.
100,860	Hovington .....	Quebec .....	" .....	1891	Les Escoumains, Que. ....	38 4	14 4	4 6	17	T. Caron, Les Escoumains, Que.
96,822	Howard .....	Lunenburg .....	" .....	1888	Chester Basin, N.S. ....	87 0	24 6	8 8	93	Galt Murray, Port Richmond, N.S.
103,264	Howard D. Troop ..	St. John, N.B. ....	" .....	1896	Liverpool, N.S. ....	85 0	22 0	8 7	69	Wm. Quinn, et al., St. John, N.B.
122,001	Howard Young .....	Lunenburg .....	" .....	1903	Lunenburg, N.S. ....	75 2	22 4	8 6	75	James Young, M.O., Lunenburg, N.S.
103,448	Moyor .....	Ottawa .....	Barge—Chd .....	1880	Buckingham, Que. ....	71 0	17 6	5 0	32	Geo. Bothwell, Buckingham, Que.

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*116,903	Hugh G.	Parraboro'	Schr—Glt	1905	Port Grenville, N.S.	154 2	34 2	12 8	430	Hugh Gillespie, Parraboro' N.S.
111,416	Hugh John.	Lunenburg	"	1900	Lockeport, N.S.	104 1	24 9	10 1	119	Henry Ricey, et al., La Have, N.S.
103,549	Humbag	Halifax.	Sloop	1898	Dartmouth, N.S.	23 5	6 4	3 6	3	J. D. Ritchie, Halifax, N.S.
107,934	Hume No. 1.	New Westminster.	Scow—Chd.	1900	New Westminster, B.C.	43 0	14 0	4 0	24	John A. Hume & Co., Ltd. New Westminster, B.C.
107,985	Hume No. 2.	New Westminster.	Scow—Chd.	1900	" "	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.
80,873	Huron.	Montreal.	Barge—Chd.	1881	Garden Island, Ont.	160 4	30 0	12 0	475	Montreal Transportation Co., Ltd., Montreal, Que.
107,687	Huron.	Prescott.	Dredge—Drague	1902	Montreal, Que.	62 2	25 2	5 3	135	Edward A. D. Morgan, Montreal, Que.
107,769	Hustler.	Charlottetown	Schr—Glt	1901	Murray Harbour South, P.E.I.	36 0	13 6	4 0	13	Lauchlin McNeill Murray Harbour, P.E.I.
100,156	Hustler.	St. John, N.B.	"	1891	La Have, N.S.	54 3	19 0	7 2	44	Wm. Hill, Walton, N.S.
103,062	Hustler.	Yarmouth	"	1894	Eel Brook, N.S.	59 6	19 2	6 7	39	J. H. Spinney, et al., Argyle, N.S.
80,664	Hyacinthe	Montreal.	"	1881	Sorel, Que.	108 0	22 0	7 2	155	R. Bickerdike and R. Ironside, Montreal, Que.
72,574	Hyderabad.	Kingston.	"	1876	Kingston, Ont.	124 4	26 2	11 7	290	L. E. Bonaventure, Lanoraie, Que.
83,306	I. O. N. A.	Halifax	Schr—Glt	1883	East Port Medway, N.S.	47 4	10 4	6 5	26	Geo. F. McRae, Baddeck, N.S.
111,829	I. R. C., No. 1.	Vancouver	Scow—Chd.	1901	Vancouver, B.C.	143 8	30 8	4 7	174	Sodas Ohore, Vancouver, B.C.
111,830	I. R. C., No. 2.	"	"	1901	"	145 8	30 5	4 6	177	" "
111,978	I. R. C., No. 3.	"	"	1901	"	152 0	31 0	5 4	204	" "
126,041	I. X. L.	Port Arthur.	Dredge—Drague	1898	Welland, Ont.	103 0	34 5	9 0	348	Robert Weddell, et al., Trenton, Ont.
82,194	I. B. Saint	Halifax	Schr—Glt	1879	Bonavista, Nfld.	67 6	20 5	9 2	74	Mrs. Mary Kennedy, Louisburg, N.S.
107,080	I. N. Parker	Quebec	"	1898	Waterborough, N.B.	79 1	26 8	7 6	98	Joseph Levesque, Matane, Que.
80,966	I. R. Washington	Halifax	"	1880	Gabarouse, N.S.	50 6	18 4	7 8	39	John Campbell, St. Ann's, N.S.
42,425	Iberville.	Gaspé	"	1864	Esquimaux Point, Que.	53 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.
103,779	Ibis	Chatham, N.B.	"	1897	Shippegan, N.B.	36 5	12 2	4 8	11	Donald McGregor, Dalhousie, N.B.
91,850	Ice.	Windsor, Ont.	Scow—Chd.	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Chas. Perrault, Sandwich, Ont.

\* Formerly "Ida Bentley."

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100,607	Iceida.....	Lunenburg.....	Schr—Glt.....	1893	Sable River, N.S.....	39 5	14 6	6 7	19	John S. Wolfe, et al., West Dublin, N.S.
107,658	Ich Dien.....	".....	Bktn—Bkgt.....	1899	Lunenburg, N.S.....	115 2	27 2	10 4	197	John C. Crobie, St. John's, Nfld.
117,181	Ida.....	Chatham, N.B.....	Schr—Glt.....	1905	Shippegan, N.B.....	39 0	13 4	5 0	16	J. Savoy, Shippegan, N.B.
90,607	Ida.....	Ottawa.....	Barge—Chd.....	1885	Rockland, Ont.....	69 0	20 0	4 6	58	W. C. Edwards & Co., Ltd., Rock- land, Ont.
107,229	Ida.....	Quebec.....	Schr—Glt.....	1897	Château Richer, Que.....	76 8	22 8	6 7	67	F. X. Martel, Château Richer, Que.
116,841	Ida A. Olson.....	Owen Sound.....	".....	1888	Fort Howard, N. Y., U.S.A.	122 0	27 0	9 2	191	Geo. T. Dunn and T. W. Thomson, J.O., Owen Sound, Ont.
71,251	Ida Bell.....	Windsor, Ont.....	".....	1874	Kingsville, Ont.....	87 2	20 0	6 0	97	Jas. W. Wye, Kingsville, Ont.
103,481	Ida Etta.....	Victoria.....	".....	1894	Ballard, Wash., U.S.A.....	82 6	20 2	8 9	69	J. A. Hughes, Victoria, B.C.
92,460	Ida M.....	Charlottetown.....	".....	1887	Crapaud, P.E.I.....	60 0	19 6	7 7	54	W. F. Williams, Port Hawkesbury, N.S.
107,061	Ida M.....	St. John, N.B.....	".....	1897	St. Martin's, N.B.....	73 2	24 0	7 0	77	S. B. Kelly, River Hebert, N.S.
112,226	Ida M. Barton.....	".....	".....	1902	The Range, N.B.....	82 0	27 1	7 7	102	J. W. McAlary, M.O., St. John, N.B.
108,470	Ida M. Burke.....	Arichat.....	".....	1900	St. Peter's, N.S.....	37 5	14 0	5 4	16	Joseph Fongere, Larry's River, N.S.
111,687	Ida M. Clarke.....	Shelburne.....	".....	1902	Sable River, N.S.....	90 3	24 2	9 6	99	Wm. McMillan, Lockeport, N.S.
54,136	Ida May.....	Halifax.....	".....	1867	Tusket, N.S.....	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.

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111,508	Ida May.....	St. John, N.B.....	Schr—Glt.....	1900	Waterborough, N.B. ....	81 3	27 2	7 4	120	George E. Gale, Waterborough, N.B.
76,867	Ida Peters.....	".....	".....	1879	Meteghan River, N.S....	47 0	16 2	7 4	32	M. Trask, Sandy Cove, N.S.
83,291	Idle Wild.....	Kingston.....	Sloop.....	1882	Kingston, Ont.....	49 5	15 1	4 1	19	A. Rochfort, Kingston, Ont.
103,967	Ile aux Prunes.....	Montreal.....	Barge—Chd.....	1898	Verchères, Que.....	87 7	20 8	5 1	71	J. H. Dansereau, Verchères, Que.
103,965	Ile Bouchard.....	".....	".....	1898	".....	79 3	19 8	4 4	53	".....
103,966	Ile Marie.....	".....	".....	1898	".....	87 8	19 8	5 0	71	".....
116,608	Ile Marie.....	".....	Scow—Chd.....	1900	".....	100 2	22 7	6 4	126	".....
112,317	Ilma.....	St. Andrews.....	Sloop.....	1902	St. Patrick, N.B.....	31 0	14 0	5 5	16	Ernest Fisher, St. George, N.B.
117,131	Ilona & Ida.....	Barrington.....	".....	1905	Shelburne, N.S.....	35 5	12 5	6 0	13	Wm. N. Madden, M.O., Fort La Tour, N.S.
116,571	Imperial.....	Fort William.....	Barge—Chd.....	1902	Fort William, Ont.....	120 0	38 0	7 5	413	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
107,471	Ina Brooks.....	Digby.....	Schr—Glt.....	1899	Freeport, N.S.....	45 0	16 5	6 3	22	Thos. W. Brooks, Freeport, N.S.
74,254	Indiana.....	Quebec.....	Barge—Chd.....	1876	St. Thomas de Pierreville, Que.	102 8	22 2	7 1	110	Lucien Peruse, Ste. Emelie, Que.
111,476	Indiana.....	Arichat.....	Schr—Glt.....	1901	Arichat, N.S.....	30 3	9 2	4 2	11	Thomas Hureau, Arichat, N.S.
121,655	Indiana.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	34 0	11 3	6 0	10	M. D. Boudreau, M. O., Tusket Wedge, N.S.
103,123	Indicator.....	St. Andrews.....	".....	1890	Grand Manan, N.B.....	25 0	12 0	6 0	11	Frank Ingersoll, Grand Manan, N.B.
43,124	Industry.....	Chatham, N.B.....	Schr—Glt.....	1861	Miramichi, N.B.....	37 5	13 0	5 5	17	Frances Smith, West Cape, P.E.I.
122,454	Industry.....	Yarmouth.....	Sloop.....	1906	Barrington, N.S.....	31 0	11 0	6 0	11	Samuel S. Atwood, Barrington, N.S.
100,089	Inspector.....	St. John, N.B.....	Schr—Glt.....	1892	Waterborough, N.B.....	59 4	22 6	5 5	43	James Flower, Newcastle, N.B.
121,747	Intrepid.....	Vancouver.....	Sloop.....	1906	Vancouver, B.C.....	27 2	15 2	4 8	8	Louis G. Jewitt, Vancouver, B.C.
*116,276	Inverness B.I.....	Halifax.....	Schr—Glt.....	1875	Vestri Ponesti, Italy.....	192 5	33 1	21 4	1181	Inverness Ry. & Coal Co., Toronto Ont.
112,001	Invictus.....	Annapolis Royal.....	".....	1904	Salmon River, N.S.....	149 0	32 3	11 2	327	The Schooner Invictus Co., Ltd., Wolfville, N.S.
111,429	Iola.....	Halifax.....	Sloop.....	1901	Dartmouth, N.S.....	22 0	6 6	2 6	2	Ralph B. deBlois, Bedford, N.S.
122,592	Iolanthe.....	St. Andrews.....	Schr—Glt.....	1883	Danversport, Mass., U.S.A.	45 3	14 3	5 6	18	Simon Brown, Campobello, N.B.
103,944	Iona.....	Chatham, N.B.....	Barge—Chd.....	1880 } 1897 }	Chatham, N.B.....	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.B.
103,174	Iona.....	Halifax.....	Schr—Glt.....	1894	Sable River, N.S.....	40 1	13 6	6 0	15	Leander Hubly, Indian Harbour, N.S.

\* Foreign name "Prosperoso."

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107,956	Iona .....	Lunenburg .....	Schr—Glt ..	1900	Shelburne, N.S. ....	93 0	24 4	9 5	98	Stannage Creaser, La Have, N.S.
96,716	Iona .....	Ottawa .....	Barge—Chd ..	1890	Rockland, Ont. ....	111 8	22 9	7 7	168	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
112,069	Iona W. ....	Lunenburg ..	Schr—Glt ..	1902	Mahone Bay, N.S. ....	85 6	23 8	9 4	78	Abraham Ernst, et al., Mahone Bay, N.S.
121,904	Iona and Maggie ..	Barrington ..	Sloop .....	1906	Clarke's Harbour, N.S. ..	30 0	12 0	5 8	11	Cecil Ross, M.O., Cape Island, N.S.
70,292	Iowa .....	Montreal .....	Barge—Chd ..	1874	Quebec, Que. ....	149 4	26 0	11 0	386	Montreal Transportation Co., Ltd., Montreal, Que.
92,424	Ireland .....	Prescott .....	" .....	1863	Brockville, Ont. ....	147 0	28 0	9 6	339	James Buckley, Prescott, Ont.
103,931	Irene .....	Chatham, N.B. ....	Schr—Glt ..	1897	Carquet, N.B. ....	37 9	12 6	4 8	12	Wm. Fruing & Co., Ltd., Jersey.
75,548	Irene .....	Halifax .....	" .....	1879	Shelburne, N.S. ....	69 5	21 3	7 9	64	W. E. Poole, Lower Montague, P.E.I.
92,352	Irene .....	St. John, N.B. ....	" .....	1886	St. Martin's, N.B. ....	79 7	25 7	7 2	90	Lucien Belliveau, Dorchester, N.B.
100,490	Irene M. B. ....	Lunenburg ..	" .....	1892	Mahone Bay, N.S. ....	67 6	21 3	8 4	68	Fred. Forrier, Desouze, N.S.
103,868	Iris .....	Halifax .....	Sloop .....	1886	Port Hawkesbury, N.S. ..	35 5	7 8	5 6	5	R. T. McCreith, Halifax, N.S.
108,348	Iris .....	Montreal .....	Yacht .....	1893	Peterborough, Ont. ....	18 3	7 4	2 0	1	F. H. Barlow, Montreal, Que.
121,942	Irona .....	Sorel .....	Sloop .....	1907	Pierreville, Que. ....	109 2	23 2	7 5	128	Ludger Yargeau, Pierreville, Que.
72,567	Iroquois .....	Montreal .....	Barge—Chd ..	1875	Garden Island, Ont. ....	151 0	26 1	11 1	301	Sincennes McNaughton Line, Ltd., Montreal, Que.



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107,686	Iroquois	Prescott	Dredge—Drague	1889	Montreal, Que.	92 2	29 6	7 1	231	Edward A. D. Morgan, Montreal, Que.
122,013	Isaac Hunter	Ottawa	Barge—Chd	1906	Kippewa Lake, Que.	50 0	14 9	4 4	48	Colonial Lumber Co., Ltd., Pembroke, Ont.
96,724	Isabel	Chatham, N.B.	Schr—Glt	1889	Shippegan, N. B.	35 0	11 8	4 5	11	Arsene Hebert, Caraquet, N.B.
140,386	Isabel	Victoria	Barge—Chd	1886	Victoria, B. C.	142 4	22 6	10 0	194	The Equimalt & Nanaimo Railway Co., Victoria, B.C.
94,928	Isabel Reed	Pictou, Ont.	"	1881	Marine City, Wisconsin, U.S.A.	186 0	31 5	11 0	480	Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
71,267	Isabella	Windsor, Ont.	Scow—Chd	1875	River Puce, Ont.	57 5	16 7	3 4	33	Gilbert Sharon, Belle River, Ont.
103,350	Ishkoodah	Montreal	Sloop	1885	Lachine, Que.	28 2	10 0	2 2	4	R. R. Stevenson, Montreal, Que.
125,993	Isidore	Quebec	Barge—Chd	1907	St. Alexis, Que.	106 0	22 5	7 8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
88,243	Isis	Deeronto	"	1884	Deeronto, Ont.	105 0	23 3	5 3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
111,630	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary's, N. S.	32 0	10 2	4 8	10	E. S. Doucette, Cape St. Mary's, N.S.
103,121	Island Girl	St. Andrews	Sloop	1895	Shelburne, N. S.	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N.B.
107,841	Inland Queen	Toronto	Schr—Glt	1897	St. Williams, Ont.	52 3	17 3	4 3	28	Mary Raines, Toronto, Ont.
121,845	Islander	"	Dredge—drague	1905	Toronto, Ont.	78 2	30 0	6 6	242	Frank Simpson, Toronto, Ont.
100,064	Isma	St. John, N. B.	Schr—Glt	1891	Freeport, N. S.	51 5	17 9	6 8	31	Thos. M. Hicks, et al., Westport, N.S.
112,063	Isobel	St. Catharines	Dredge—drague	1903	Welland, Ont.	101 0	36 0	9 0	446	Michael J. Hogan, Montreal, Que.
51,738	Ira	St. John, N. B.	Schr—Glt	1895	Deer Island, N.B.	39 0	13 3	5 5	15	Robt. Newcombe, Parraboro', N.S.
100,997	Ivanhoe	Chatham, N.B.	"	1892	Caraquet, N.B.	35 2	12 5	4 4	10	Xavier Poirier, New Brandon, N.B.
74,292	Ivigint	Quebec	Bk—Bq	1877	Quebec, Que.	122 3	28 7	15 7	331	F. R. Eaton, Parraboro', N.S.
107,116	Ivy	Lunenburg	Schr—Glt	1898	La Have, N.S.	36 5	11 5	5 2	128	S. Zellers and John Wilneff, Lunenburg, N.S.
66,992	Ivy	St. John, N. B.	"	1871	Wickham, N.B.	40 0	15 6	4 6	17	Chas. S. Coggin, St. John, N.B.
103,108	J. B. L.	Montreal	Barge—Chd	1894	Yamaska, Que.	108 7	23 1	9 1	165	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M.	Halifax	Schr—Glt	1881	La Have, N.S.	42 3	14 8	6 3	20	John Landry, Petite de Grât, N.S.
103,982	J. E. B.	Quebec	"	1897	Château Richer, Que.	64 0	21 8	6 0	48	Napoléon Bois, M.O., St. Simeon, Que.

\* Formerly a steamer.

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121,930	J. E. W. H.	Quebec	Schr—Glt	1906	Bic, Que.	76 8	24 0	6 9	73	Mrs. Earnest Heppell, Bic, Que.
57,195	J. H. S.	Chatham, N. B.	"	1891	Tracadie, N. B.	56 8	17 2	7 3	40	J. H. Brownell, North Port, N.S.
112,247	J. McD. No. 1	Vancouver	Scow—Chd.	1899	Vancouver, B.C.	72 0	24 1	6 2	89	J. McDonald, Vancouver, B.C.
116,237	J. W.	Charlottetown	Schr—Glt	1903	Montague, P.E.I.	82 3	22 6	8 8	78	Warren Wightman, Montague, P.E.I.
116,234	J. W.	Digby	Sloop.	1904	Shelburne, N.S.	38 0	12 5	5 3	14	John Daley, Digby, N.S.
121,858	J. A. McLean	Lunenburg	Schr—Glt	1906	La Have, N.S.	80 9	22 6	8 7	80	C. Aubrey Anderson, M.O., Lunenburg, N.S.
96,830	J. A. Silver.	Liverpool	"	1898	Lunenburg, N.S.	75 4	23 5	8 8	91	A. H. Mulhall, et al., Liverpool, N.S.
83,336	J. B. Blanchard	Ottawa	Barge—Chd	1892	Hull, Que.	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
50,730	J. B. Fay	Halifax	Schr—Glt	1865	Bay of Islands, Nfld	55 0	18 4	7 7	48	Frank Robertson, Montague Bridge, P.E.I.
117,072	J. B. Hamill	Toronto	Dredge—drague	.....	St. Catharines, Ont.	73 0	25 0	6 5	119	W. E. Phin, Toronto, Ont.
107,308	J. B. King & Co., No. 23.	Windsor, N. S.	Barge—Chd	1900	Spencer's Island, N.S.	96 3	24 1	9 5	113	Daniel Monro, Windsor, N.S.
116,814	J. B. Kitchen	Cobourg	Schr—Glt	1873	Cleveland, O. U.S.A.	132 8	26 8	11 0	302	George Plunkett, Cobourg, Ont.
100,001	J. B. Martin	Charlottetown	"	1890	Margaretville, N.S.	89 6	25 1	7 9	95	John Grady and John L. Read, Summerside, P.E.I.
107,469	J. B. P. No. One	Lindsay	"	1891	Lindsay, Ont.	70 0	18 6	5 0	65	Jos. Briggs Parkin, Lindsay, Ont.

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107,470	J. B. P. No. Two.	Lindsay.	Schr—Glt	1897	Lindsay, Ont.	38 7	16 9	4 5	29	Jos. Briggs Parkin, Lindsay, Ont.
112,374	J. B. Saint.	Arichat.	"	1902	L'Ardoise, N.S.	42 0	13 3	6 0	18	Robert Hendsbee, Half Island Cove, N.S.
75,767	J. C. Dakin.	Liverpool	"	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Wm. Giffin, Isaac's Harbour, N.S.
111,816	J. C. No. 1.	Vancouver	Scow—Chd.	1901	Vancouver, B.C.	65 7	23 7	6 3	87	Henry Bell-Irving, Vancouver, B.C.
111,818	J. C. No. 2.	"	"	1899	"	49 5	15 0	4 0	24	John A. Cates, Vancouver, B.C.
	J. C. Weir.	Montreal	Barge—Chd	1879	Sorel, Que.	32 6	18 8	5 4	126	D. Dauphousse, St. Timothy, Que.
61,592	J. C. Williams	Halifax	Schr—Glt	1876	Jordan River, N.S.	56 0	18 5	7 0	29	A. J. Grant, Halifax, N.S.
94,731	J. D. Everett.	Windsor, N. S.	Ship—3 m	1880	Newport, N.S.	242 5	45 2	24 2	1957	The Ship J. D. Everett Co., Ltd., Windsor, N.S.
100,538	J. E. Collins	Halifax	Schr—Glt	1894	Freeport, N.S.	52 2	18 2	7 0	36	Placide Bouchard, River Bourgeois, N.S.
116,961	J. E. Garland	Digby.	"	1882	Essex, Mass, U.S.A.	79 0	22 5	7 6	72	J. W. Snow, Granville, N.S.
121,664	J. E. Heppell	Quebec.	Schr—Glt	1905	Bie, Que.	76 2	23 2	7 1	74	J. E. Heppell, Bie, Que.
100,164	J. H. Ernst	Lunenburg.	"	1891	Lunenburg, N.S.	80 9	23 5	9 0	97	Daniel and J. S. Chisholm, Halifax, N.S.
122,472	J. H. Redfern	Ottawa.	Barge—Chd	1907	Hull, Que	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,853	J. J. Cox	Shelburne	Schr—Glt	1905	Shelburne, N.S.	75 0	21 9	8 1	65	Wm. T. McCarthy, et al., Shelburne, N.S.
111,510	J. L. Colwell.	St. John, N.B.	"	1901	Cambridge, N.B.	85 1	27 4	7 6	99	John L. Colwell, et al., J'ameeg, N.B.
107,577	J. M. K. No. One.	Lindsay.	Barge—Chd	1897	Lindsay, Ont.	86 0	17 8	4 2	64	W. J. C. Boyd, M.O., Bobcaygeon, Ont
107,578	J. M. K. No. Three.	Lindsay	Barge—Chd	1897	Lindsay, Ont	81 6	20 0	4 4	72	W. J. C. Boyd, M.O., Bobcaygeon, Ont.
107,579	J. M. K. No. Four.	"	"	1897	"	72 5	19 0	4 8	66	" " " "
107,580	J. M. K. No. Five.	"	"	1897	"	74 0	18 0	4 4	59	" " " "
107,581	J. M. K. No. Six.	"	"	1892	"	64 0	18 8	4 4	53	" " " "
107,582	J. M. K. No. Seven.	"	"	1897	"	62 0	19 0	4 0	47	" " " "
107,583	J. M. K. No. Eight.	"	"	1892	"	62 0	17 2	4 3	46	" " " "
107,575	J. M. No. One	"	Scow—Chd.	1890	Bobcaygeon, Ont.	75 0	22 7	5 0	73	Joseph Maunder, Lindsay, Ont.
107,576	J. M. No. Two.	"	"	1890	"	75 4	25 1	5 0	80	" " " "
100,837	J. M. Young.	Lunenburg.	Schr—Glt	1894	Lunenburg, N.S.	86 8	24 5	9 3	99	S. M. and Oscar Giffin, J. O., Goldboro', N.S.

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85,715	J. R. A. No. 1....	Prescott....	Scow—Chd....	1884	Tonawanda, N.Y., U.S.A.	60 0	15 0	5 4	43	W. Marleton. Goderich, Ont.
85,716	J. R. A. No. 2....	"	"	1884	"	60 0	15 0	5 4	43	"
96,820	J. S. Austin....	Sault Ste. Marie....	"	1863	Port Ryerse, Ont..	136 0	26 0	12 2	323	Algoma Central & H. R. Ry. Co., Sault Ste. Marie, Ont.
59,994	J. W. Duncomb....	Montreal....	Schr—Glt....	1871	Quebec, Que.	90 0	24 8	8 6	99	Government of Canada, Ottawa, Ont
90,547	J. W. McRae....	Montreal....	Barge—Chd....	1880	Whitehall, N.Y., U.S.A.	97 5	17 7	8 2	119	Edmond Comptois, Sorel, Que.
107,960	J. W. Mills....	Lunenburg....	"	1900	Mahone Bay, N.S....	81 9	23 3	9 4	76	John W. Mills, Mahone Bay, N.S.
111,483	J. W. Patry....	Quebec....	Schr—Glt....	1899	Ste. Emelie, Que....	80 4	21 0	6 4	70	Joseph S. Beaudet, Ste. Emelie, Que.
117,104	J. W. Todd....	Ottawa....	Barge—Chd....	1904	Hull, Que....	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
* 61,687	J. & L. Irving....	Yarmouth....	Schr—Glt....	1875	Shelburne, N.S....	78 1	22 5	9 1	80	J. D. Irving, Bucktonche, N.B.
103,771	J. Anny....	Chatham, N.B....	"	1895	Tignish, P.E.I....	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
69,140	J. Croft....	Halifax....	Schr—Glt....	1875	New Dublin, N.S....	56 6	18 5	7 5	45	Wm. Barry, Chester, N.S.
107,680	J. Levesque....	Quebec....	"	1900	Grand Mécia, Que....	69 0	21 8	7 0	62	M. A. St. Pierre, Bic, Que.
107,286	J. Ponder, jr....	Liverpool....	Schr—Glt....	1857	Milton, Del., U.S.A....	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Halifax, N.S.
107,090	J. Robertson....	Ottawa....	Barge—Chd....	1898	Hull, Que....	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

\* Formerly "Lauretia Jane."

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83,326	Jackson.	Ottawa.	Barge—Chd.	1881	Hull, Que.	110 7	21 3	7 8	157	Joseph Wilson, Montreal, Que.
86,560	Jacques.	Yarmouth.	Schr—Glt.	1884	Eel Brook, N.S.	66 5	20 3	7 7	58	Peter Blamphie, Arichat, N.S.
100,610	Jamboree.	Shelburne.	Yawl—Yole.	1893	Shelburne, N.S.	44 0	11 5	8 3	14	J. B. Bland, Gaspé, Que.
88,338	James.	Ottawa.	Barge—Chd.	1882	Montreal, Que.	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,300	James A. Gray.	Charlottetown.	Schr—Glt.	1898	Bath, Me., U.S.A.	91 8	26 3	6 3	91	Alex. J. McFadyen, Tignish, P.E.I.
103,804	James A. Stetson.	Pictou, N. S.	"	1868	Lubec, Me., U.S.A.	72 0	19 5	6 6	71	George Dunn, Murry Harbour South, P.E.I.
92,363	James Barber.	St. John, N.B.	"	1887	Waterborough, N.B.	79 0	26 0	6 6	80	Robert Connely, St. Martins, N.B.
85,717	James Buckley.	Prescott.	Barge—Chd.	1884	Quebec, Que.	160 0	31 9	10 6	442	Jas. Buckley, Prescott, Ont.
75,483	James Cunningham.	Ottawa.	"	1877	Hull, Que.	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,340	James Daly.	Yarmouth.	Bgtn—Bkgt.	1900	Meteghan, N.S.	98 2	26 8	10 0	162	J. W. Y. Smith and J. F. Edgett, Moncton, N.B.
84,824	James Davis.	Halifax.	Schr—Glt.	1882	Humber Sound, Nfld.	59 0	18 0	7 3	47	Inkerman Allen, Botsford, N.B.
88,067	James Gordon.	Ottawa.	Barge—Chd.	1881	Hull, Que.	108 0	22 6	7 0	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,212	James R.	Halifax.	Schr—Glt.	1891	Jeddore, N.S.	56 5	19 6	7 8	51	Placide E. LeBlanc, Cheticamp, N.S.
88,303	James Ryan.	Port Medway.	"	1882	East Port Medway, N.S.	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N.S.
74,345	James Sample.	Pictou, N.S.	"	1876	Tatamagouche, N.S.	60 0	19 4	8 4	63	Thomas Roberts, et al., Tatamagouche, N.S.
111,525	James W. Cousins.	Digby.	"	1900	Shelburne, N.S.	88 0	23 0	8 4	87	Arthur Casey, et al., Digby, N.S.
59,903	James.	Quebec.	"	1869	Quebec, Que.	118 0	23 0	8 0	158	Montreal Transportation Co., Ltd., Montreal, Que.
122,087	Janet.	Charlottetown.	"	1902	Montague, P.E.I.	35 0	11 6	5 8	14	Austin L. Fraser, Souris, P.E.I.
116,284	Janet R.	Halifax.	"	1903	Port Dufferin, N.S.	58 4	18 0	6 6	37	John D. Verge, Port Dufferin, N.S.
46,294	Janett.	"	"	1864	Port Medway, N.S.	51 3	17 9	6 8	32	Wm. Long, et al., Richibucto, N.B.
72,296	Janie B.	St. John, N.B.	"	1877	Wickham, N.B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N.S.
107,763	Janie F.	Charlottetown.	"	1902	Montague, P.E.I.	56 9	18 5	7 4	46	John Fraser, Harbour au Bouche, N.S.
100,146	Jay.	Winnipeg.	Barge—Chd.	1894	Kenora, Ont.	59 0	13 2	5 2	32	Charles E. Laverdière, Kenora, Ont.
100,294	Jean.	Chatham, N.B.	Schr—Glt.	1891	Carsquet, N.B.	88 8	12 8	4 4	13	Thos. DesBrissay, Bathurst, N.B.
116,916	Jean.	Liverpool.	"	1905	Liverpool, N.S.	118 0	28 9	11 0	190	D. C. Mulhall, Liverpool, N.S.

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111,812	Jean.....	Vancouver.....	Scow—Chd.....	1901	Vancouver, B.C.....	138 5	36 7	6 1	622	British Yukon Nav. Co., Ltd., Vancouver, B.C.
103,414	Jeanie Myrtle.....	Lunenburg.....	Schr—Glt.....	1895	Lunenburg, N.S.....	85 3	24 2	9 3	96	Wm. Main, <i>et al.</i> , Halifax, N.S.
100,858	Jeannette.....	Quebec.....	".....	1892	Malbaie, Que.....	40 0	13 9	5 6	18	R. Asselin, St. Michel de Bellechasse Que.
121,934	Jeannie and Annie.....	Halifax.....	".....	1900	Spry Bay, N.S.....	43 0	12 8	6 9	16	J. J. Mason, Tangier, N.S.
116,822	Jennet.....	Barrington.....	Sloop.....	1902	Clarke's Harbour, N.S.....	29 0	12 2	5 7	11	Thomas A. Kenney, Clarke's Harbour, N.S.
116,665	Jennette.....	Midland.....	Schr—Glt.....	1881	Mount Clements, Mich.....	145 0	28 5	10 9	334	The Morden Transit Co., Ltd., Midland, Ont.
88,579	Jennie.....	Kingston.....	".....	1871	Garden Island, Ont.....	168 0	26 6	11 8	438	Montreal Transportation Co., Ltd., Montreal, Que.
83,091	Jennie.....	Port Hawkesbury.....	".....	1879	Pirate Harbour, N.S.....	30 1	10 2	5 3	11	Peter C. Bosdet, West Arichat, N.S.
100,307	Jennie.....	Windsor, Ont.....	".....	1891	Erin, Mich., U.S.A.....	75 9	20 6	4 0	50	Denis Cualette, Belle River, Ont.
103,191	Jennie B.....	Halifax.....	".....	1894	Brooklyn, N.S.....	34 0	13 6	5 8	13	E. E. Shatford, Indian Harbour, N.S.
* 80,061	Jennie C.....	St. John, N.B.....	".....	(1890) (1899)	Chippman, N.B. Rebuilt.....	86 2	26 8	7 0	98	Wm. F. Currie, Cambridge, N.B.
112,312	Jennie L.....	St. Andrews.....	Sloop.....	1899	Maehias, Me., U.S.A.....	40 0	14 2	6 4	21	Thos. H. Lord, West Isles, N.B.
122,138	Jennie L.....	Yarmouth.....	".....	1905	Clyde, N.S.....	30 0	11 0	6 0	10	James A. Smith, Port La Tour, N.S.
79,048	Jennie May.....	Chatham, N.B.....	Schr—Glt.....	1890	Tignish, P.E.I.....	44 0	14 6	5 9	10	J. McGrath, Tignish, P.E.I.

\* Formerly "Walsome House."

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103,491	Jennie May	Lunenburg	Schr—Glt	1895	Malone Bay, N.S.	77 1	22 2	9 1	88	N. Smith, <i>et al.</i> , Halifax, N.S.
79,919	Jennie Palmer	Dorchester	"	1889	Dorchester, N.B.	75 2	24 2	7 2	78	E. V. Copp and H. Copp, Harvey, N.B.
117,183	Jennie Roy	Yarmouth	Sloop	1904	Shelburne, N.S.	32 0	10 6	6 0	10	L. Smith, M.O., Port La Tour, N.S.
122,631	Jennie T.	St. Andrews	Schr—Glt	1907	Balliveaus Cove, N.S.	41 0	16 0	7 6	31	James F. Nesbitt and George B. Thomas, Grand Manan, N.B.
90,532	Jenny Lind	Montreal	Sloop	1885	St. Thomas de Pierreville,	102 6	22 7	5 9	101	J. Laforet, Sorel, Que.
	Jenny Lind	"	Barge—Chd	1859	St. Francis, Que.	85 0	22 7	6 1	41	L. St. Pierre, Yarmaska, Que.
103,289	Jersey Lily	Chatham, N.B.	Schr—Glt	1895	Carriquet, N.B.	37 2	12 8	4 8	12	T. Ahier, Shippegan, N.B.
59,475	Jessen	Lunenburg	"	1871	Lunenburg, N.S.	66 0	21 0	8 4	69	Dominick White, Negusac, N.B.
80,950	Jessie	Chatham, N.B.	"	1882	Charlo, N.B.	36 4	13 7	5 0	14	S. McGregor, Charlo, N.B.
100,542	Jessie	Digby	"	1895	Freeport, N.S.	41 0	15 3	6 0	17	A. E. Spicer, Harboursville, N.S.
88,563	Jessie	Kingston	Sloop	1869	Clayton, N.Y., U.S.A.	63 6	13 6	5 0	29	R. Kimberley, Portland, Ont.
111,864	Jessie	Montreal	Barge—Chd	1902	Charlemagne, Que.	97 5	26 4	5 1	93	The Charlemagne & Lac Ouarau Lumber Co., Ltd., Montreal, Que.
66,078	Jessie	Quebec	"	1873	Yamaska, Que.	107 0	22 3	8 2	137	Pierre Lacroix, Sorel, Que.
59,186	Jessie	St. John, N.B.	Schr—Glt	1868	Rexton, N.B.	78 2	25 0	6 4	72	H. V. Brewster, Albert, N.B.
111,787	Jessie	Victoria	"	1890	Benecia, U.S.A.	76 0	24 5	7 0	48	Herbert G. Wilson, Victoria, B.C.
107,478	Jessie C.	Digby	Sloop	1890	Grand Manan, N.B.	28 5	11 5	5 0	10	Handley Lewis, Port Lorne, N.S.
112,316	Jessie C.	St. Andrews	Schr—Glt	1903	Balliveau's Cove, N.S.	34 0	13 6	8 0	18	John M. Calder, Campo Bello, N.B.
90,507	Jessie D.	Parrsboro'	"	1886	Parrsboro', N.S.	83 2	22 6	8 6	86	Wm. Durant, M.O., Parrsboro', N.S.
103,997	Jessie James	St. Andrews	Sloop	1897	Grand Manan, N.B.	30 0	11 2	5 0	11	Mrs. Josephine Frankland, Grand Manan, N.B.
111,998	Jessie K.	Annapolis Royal	Schr—Glt	1903	Parker's Cove, N.S.	36 5	11 0	4 8	11	John Hackenley, Grandville, N.S.
107,646	Jessie L. Smith	Lunenburg	"	1899	La Have, N.S.	98 6	25 7	10 0	100	John C. Croebie, <i>et al.</i> , St. John's, Nfld.
64,006	Jessie Lent	St. John, N.B.	"	1870	Freeport, N.S.	51 5	17 5	5 8	28	Marshall Stinson, St. Andrews, N.B.
83,311	Jessie M. Vogler	Port Medway	"	1884	Vogler's Cove, N.S.	76 6	22 5	8 8	77	George Cunningham, Halifax, N.S.
71,331	Jessie Newell	Barrington	Schr—Glt	1857	Essex, Mass., U.S.A.	70 4	19 7	8 0	63	David Montgomery, Summerside, P.E.I.
116,823	Jessie Roy	"	Sloop	1902	Clarke's Harbour, N.S.	33 3	12 0	6 3	12	Job. A. Crowell, Clarke's Harbour, N.S.

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116,747	Jessie W.	Halifax.	Schr—Glt.	1906	Indian Harbour, N.S.	39 5	10 6	5 3	12	Alonzo Feltmate, Cause, N.S.
103,593	Jessie & Ada.	Charlottetown.	"	1896	Crapaud, P.E.I.	36 4	13 0	5 3	14	Geo. Heather, Pugwash, N.S.
64,994	Jet.	Montreal.	Barge—Chd.	1871	Quebec, Que.	137 8	29 6	9 5	312	Sincennes-McNaughton Line, Ltd., Montreal, Que.
74,019	Jewel.	Lunenburg.	Schr—Glt.	1876	Shelburne, N.S.	68 0	21 2	7 8	52	J. A. Hirtle, Lunenburg, N.S.
94,904	Joan.	New Westminster.	Sloop.	1890	New Westminster, B.C.	36 0	11 0	5 0	16	Mrs. Grace Cruikshank, New Westminster, B.C.
112,398	Joe.	Ottawa.	Barge—Chd.	1901	Ville Marie, Que.	46 0	11 0	3 0	7	Jos. Lavigne, Ville Marie, Que.
	Johanna.	Windsor, Ont.	Scow—Chd.	1867	Pike Creek, Ont.	60 0	17 6	4 0	40	M. Thibert, jr., Belle River, Ont.
100,968	John B.	Chatham, N.B.	Schr—Glt.	1882	Shippegan, N.B.	34 5	12 2	5 0	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,494	John Boyd.	Halifax.	Bgtn—Bglt.	1867	Port Elgin, N.B.	105 0	26 8	12 0	193	John Francis Norris, Baltimore, Md., U.S.A.
100,969	John Bull.	Chatham, N.B.	Schr—Glt.	1882	Carquet, N.B.	34 3	11 6	4 8	10	James Anderson, Church Point, N.B.
80,718	John Bull.	Paspebiac.	Cutter.	1882	Paspebiac, Que.	43 3	12 5	5 4	20	C. Robin, Collas & Co., Ltd., Jersey.
121,823	John Crete.	Montreal.	Sloop.	1901	Grandes Piles, Que.	62 4	9 4	1 8	8	George Crete, Grandes Piles, Que.
100,419	John Cusner.	Ottawa.	Barge—Chd.	1883	Ottawa, Ont.	82 9	20 7	5 0	46	Roderick McLeod, Ottawa, Ont.
66,036	John Day.	Quebec.	Sloop.	1870	St. Aimé, Que.	106 3	22 8	8 0	196	Flavien Morin, Champlain, Que.



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51,965	John E. Dennis	St. Andrews	Schr—Glt	1865	Beaver River, N.S.	35 0	14 0	5 1	18	Alfred Stanley, sr., Grand Manan, N.B.
71,071	John G. Kolfage	Amherstburg	"	{ 1869 } { 1883 }	Amherstburg, Ont.	79 3	22 2	7 3	88	James Schell and Robert Reid, Red Bay, Ont.
78,032	John Gale	Chatham, Ont.	"	1879	Mitchell's Bay, Ont.	70 0	16 3	5 0	42	Joseph Leeperance, Belle River, Ont.
80,666	John Gaskin	Montreal	Barge—Chd	1881	Kingston, Ont.	165 8	31 4	12 1	487	Montreal Transportation Co., Ltd., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que.	110 0	22 0	7 4	156	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
61,572	John Halifax	Shelburne	Schr—Glt		Danvers, U.S.A.	75 8	21 2	7 5	63	John S. Cooper, et al., Wine Harbour, N.S.
96,704	John Heney	Ottawa	Barge—Chd	1889	Ottawa, Ont.	111 0	22 6	6 9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,490	John J. Barlum	Sault Ste. Marie	Schr—Glt	1890	Toledo Ohio, U.S.A.	234 0	40 8	16 0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
121,795	John L.	Yarmouth	Sloop	1905	Tusket Wedge, N.S.	34 0	11 0	6 0	11	F. L. Pothier, M.O., Tusket Wedge, N.S.
100,936	John Loughrin	Ottawa	Barge—Chd	1889	Kippewa, Que.	97 5	12 4	4 4	36	A. Lumsden, Ottawa, Ont.
117,148	John M. Plummer	Halifax	Schr—Glt	1883	Booth Bay, Me., U.S.A.	87 5	22 5	8 0	83	Charles E. Bennett, and D. S. Miller, Alberton, P.E.I.
116,609	John Magee	Montreal	Barge—Chd	1869	Oswego, N.Y., U.S.A.	142 1	26 2	11 2	312	Mrs. Antoine Robillard, Montreal, Que.
71,135	John McBride	Belleville	Schr—Glt	1877	Port Dover, Ont.	58 8	15 6	5 4	42	Edward Quinn, Belleville, Ont.
75,779	John Millard	Charlottetown	"	1881	Liverpool, N.S.	72 5	22 2	8 5	69	Anthony Arseneau, Grandigue, N.B.
85,714	John R. Arnoldi	Prescott	Dredge—Drague	1884	Tonawanda, N.Y., U.S.A.	72 0	23 0	5 4	68	Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett	Liverpool	Bktn—Bkgt	1900	Liverpool, N.S.	130 6	31 2	11 1	299	Abraham W. Hendry, Liverpool, N.S.
100,128	John T. Mott	Wallaceburg	Schr—Glt	1869	Oswego, N.Y., U.S.A.	137 0	26 0	11 0	309	J. McAuley, Warton, Ont.
83,330	John Wilson	Ottawa	Barge—Chd	1881	Hull, Que.	110 4	22 0	7 9	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,148	John & Frank	St. John, N.B.	Schr—Glt	1853	Salisbury, Me., U.S.A.	66 8	21 2	6 6	56	Daniel C. Teare, Alma, N.B.
103,134	Johnney	Quebec	Schr—Glt	1894	Rivière du Loup, Que.	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnney M.	Chatham, N.B.	"	1896	Alberton, P.E.I.	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, N.B.
72,275	Joliette	St. John, N.B.	"	1875	Cambridge, N.B.	72 4	25 0	6 7	66	J. Sargeson and Eldrige Sabesan, St. John, N.B.
83,097	Joseph Ann	Port Hawkesbury	"	1884	Margaree, N.S.	45 7	15 5	6 4	22	Alexander Cormier, Margaree, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lanoraie, Que.	131 6	27 3	11 3	289	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	229	"

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94,789	Joseph McGill	Pictou, N.S.	Schr—Glt.	1889	Shelburne, N.S.	81 0	23 4	9 7	99	David Roberts, Tatamagouche, N.S.
94,970	Joseph O.	Lunenburg	"	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	A. Williams, Musquodoboit, N.S.
103,871	Joseph Souillière	Montreal	Sloop	1886	Sorel, Que.	102 0	23 1	6 2	116	J. Souillière, Sorel, Que.
83,267	Josephine	Annapolis Royal	Schr—Glt.	1889	Margaretville, N.S.	90 0	25 3	8 1	92	W. A. Chute, Bear River, N.S.
100,965	Josephine	Chatham, N.B.	Schr—Glt.	1893	Caracquet, N.B.	36 5	12 6	4 8	11	P. Rive, Caracquet, N.B.
69,612	Josephine	Quebec	"	1861	Grondines, Que.	82 1	22 5	8 6	106	Joseph Lavoie, St. Luce, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54 5	18 0	8 1	46	Joseph Desgagnez, Anse St. Jean, Chicoutimi, Que.
*116,951	Josephine	"	Barge—Chd.	1871	Manistau, U.S.A.	163 6	29 2	10 0	355	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
77,892	Josephine	Sackville	"	1879	Baie Verte, N.B.	33 6	12 4	4 7	12	L. Burke, Botsford, N.B.
121,692	Josephine	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	F. N. Newell, M.O., Cape Island N.S.
103,867	Josephine Swanton	Halifax	Schr—Glt.	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	63	Constant C. Church, Chester, N.S.
83,461	Josie L. Day	Digby	"	1878	Pembroke, Me., U.S.A.	42 5	15 0	5 9	16	W. H. Anderson, Parker's Cove, N.S.
111,726	Juanita	Lunenburg	"	1902	Lunenburg, N.S.	94 0	24 8	10 0	100	Wm. C. Smith, Lunenburg, N.S.
116,673	Juanita	St. Andrews	Sloop	1900	West Isles, N.B.	36 0	13 0	6 0	14	Henry H. Bancroft, Grand Manan, N.B.

\* Formerly "Eva S. Robinson."

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88,464 Jubilee.	Arichat.....	Schr—Glt.....	1887 Port Royal, N.S.....	51 1	17 6	7 5	34 Arthur Porrier, Descouse, N.S.
92,458 Jubilee.	Charlottetown.....	".....	1887 Georgetown, P.E.I.....	78 0	24 0	8 5	76 E. H. Wright, Summerside, P.E.I.
73,081 Jubilee.	Montreal.....	Barge—Chd.....	1875 St. Marcel, Que.....	90 0	21 5	5 0	71 D. Chausse, Lanoraie, Que.
107,532 Jubilee.	St. John, N.B.....	Sloop.....	1887 Rothesay, N.B.....	25 2	10 0	3 1	5 H. A. Allison, St. John, N.B.
100,352 Julia.	Quebec.....	Schr—Glt.....	1891 Ste. Luce, Que.....	59 0	18 0	6 6	43 François and Joseph Gaumont, J.O., Berthier, Que.
75,566 Julia A.	Charlottetown.....	Schr—Glt.....	1877 La Have, N.S.....	41 0	14 0	5 6	15 A. P. Prowse, Murray Harbour South, P.E.I.
90,613 Julia Ann.	Moncton.....	".....	1886 Cocagne, N.B.....	45 8	16 4	5 8	27 Simon Burk, Cocagne, N.B.
122,120 Julia F. C.	Sydney.....	".....	1907 Ingonish, N.S.....	40 0	12 5	6 8	12 Joseph F. Young, <i>et al.</i> , Ingonish, N.S.
116,363 Julia Larson.	Goderich.....	".....	1877 Sand Beach, Mich, U.S.A.	71 8	18 3	6 5	61 Wm. Young, Goderich, Ont.
103,616 Julie.	Quebec.....	Sloop.....	1894 Les Escoumains, Que.....	63 0	19 3	5 5	53 Alfred Lavoie, Baie St. Paul, Que.
75,900 Julie Ann.	Chatham, N.B.....	Schr—Glt.....	1878 Richibucto, N.B.....	35 8	13 2	4 4	9 Anthony Arseneau, Richibucto, N.B.
112,088 Julie Plante.	Lunenburg.....	Scow—Chd.....	1902 Mahone Bay, N.S.....	64 5	20 0	5 6	62 Mackenzie & Mann, Toronto, Ont.
107,663 Juliette.	Quebec.....	Schr—Glt.....	1899 Bay St. Paul, Que.....	63 0	20 6	7 8	62 Arthur Boucher, Ste. Luce, Que.
103,432 Julio.	Ottawa.....	Barge—Chd.....	1894 Kippewa, Que.....	40 5	10 0	3 0	7 W. H. Hurdman, Ottawa, Ont.
100,210 July.	Vancouver.....	Scow—Chd.....	1888 Vancouver, B.C.....	75 0	22 0	6 1	95 Gordon T. Legg, Vancouver, B.C.
83,038 Jumbo.	Ottawa.....	Barge—Chd.....	1883 Smith's Falls, Ont.....	106 0	22 6	7 2	159 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439 Jumbo.	".....	".....	1890 Buckingham, Que.....	68 4	14 9	3 4	30 O. M. Harris, Montreal, Que.
85,713 Jumbo.	Prescott.....	Scow—Chd.....	1880 Sorel, Que.....	136 0	20 0	6 0	150 Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
100,207 June.	Vancouver.....	Scow—Chd.....	1888 Vancouver, B.C.....	72 0	21 0	6 0	79 Gordon T. Legg, Vancouver, B.C.
122,183 Justina.	Arichat.....	Schr—Glt.....	1907 River Bourgeois, N.S.....	35 0	10 5	5 2	10 Isiah Boudrot, River Bourgeois, N.S.
111,988 K. 1.	Vancouver.....	Scow—Chd.....	1899 Blaine, Wash., U.S.A.....	44 0	12 0	4 0	16 The Fraser River Oil & Guano Co. Ltd., Vancouver, B.C.
111,989 K. 2.	".....	".....	1899 ".....	44 0	12 0	4 0	16 ".....
122,376 K. II.	Vancouver.....	".....	1906 New Westminster, B.C.....	66 9	26 0	6 7	107 George C. McKeen, Vancouver, B.C.

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117,161	K. W. No. 3	New Westminster.	Barge—Chd.	1905	New Westminster, B.C.	41 0	18 0	4 5	34	G. C. McKeen, Vancouver, B.C. and L. Wilson, New Westminster, B.C.
107,713	K. & G. No. 1	Vancouver.	"	1890	Vancouver, B.C.	82 4	30 4	6 4	137	Wm. L. Nicol, Vancouver, B.C.
103,301	K. & S. No. 2	New Westminster.	"	1895	Kaslo, B.C.	75 8	26 0	6 0	101	The Kaslo & Slooan Ry. Co., New Westminster, B.C.
122,369	K. & W. No. 1	Vancouver.	Scow—Chd.	1899	New Westminster, B.C.	55 0	19 2	5 1	50	Jordan River Lumber Co., Ltd., Victoria, B.C.
117,005	K. & W. No. 4	Vancouver	"	1901	New Westminster, B.C.	76 7	26 0	6 6	112	Leonard Wilson, New Westminster, B.C. and George C. McKeen, Vancouver, B.C.
103,458	K. McKenzie	Arichat.	Schr—Glt	1898	L'Ardoise, N.S.	42 2	13 5	6 2	17	Wm. P. Brown, St. Peters, N.S.
92,676	Kalevala.	Pictou, N.S.	"	1888	River John, N.S.	82 2	24 0	9 4	100	Roderick R. Morrison, Gabarouse, N.S.
107,672	Karen	Quebec.	Sloop.	1897	Yarmouth, N.S.	40 0	12 0	4 4	16	John Foreman, Montreal, Que.
107,970	Karnos	Lunenburg.	Schr—Glt	1900	Lunenburg, N.S.	95 6	24 6	9 4	97	Samuel Ritey, jr., M.O., Ritey's Cove, N.S.
116,509	Kasaga.	"	"	1904	LaHave, N.S.	63 2	20 4	7 6	59	F. T. B. Young, M.O., Caraquet, N.B.
92,330	Katahdin.	Owen Sound.	"	1888	Owen Sound, Ont.	150 0	30 9	10 9	381	Spanish River Lumber Co., Spanish River, Ont.
.....	Kate	Montreal.	Barge—Chd	1862	St. Francis, Que.	101 2	22 1	7 2	113	L. St. Denis, Lachine, Que.
64,239	Kate	Paspebiac.	Schr—Glt	1871	Green Bay, Nfld	70 0	18 0	8 9	68	Le Boutillier Bros. & Co., Ltd., Paspebiac, Que.
38,515	Kate B.	Arichat.	"	1872	River Bourgeois, N.S.	54 9	18 0	7 6	35	John McMullin, Bridgeport, N.S.

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59,369	Kate Clark.....	St. Andrews.....	Schr—Glt.....	1873	Trenton, Me., U.S.A.....	60 3	21 5	7 1	54	Thomas E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop.....	St. John, N.B.....	Bk—Bq.....	1881	Tynemouth, G.B.....	187 0	37 5	22 1	1097	The Atlantic Shipping Co., Ltd., Port Maitland, N.S.
94,949	Kate Grant.....	Windsor, Ont.....	Schr—Glt.....	1880	Conneaut, U.S.A.....	80 4	17 8	4 0	47	Denis Parent, Tecumseh, Ont.
112,169	Kathleen.....	Chatham, N.B.....	"	1903	Shippegan, N.B.....	38 0	12 9	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
107,543	Kathleen.....	St. John, N.B.....	"	1891	Rothsay, N.B.....	23 2	9 0	3 6	4	Albert McArthur, St. John, N.B.
88,467	Katie.....	Arichat.....	"	1889	French Cove, N.S.....	32 8	14 7	5 3	11	J. P. LeBlanc, West Arichat, N.S.
73,967	Katie.....	Liverpool.....	"	1876	Liverpool, N.S.....	36 5	13 3	6 0	14	D. Cronan, et al., Lockeport, N.S.
94,670	Katie A. Burns.....	Charlottetown.....	"	1889	St. Mary's, N.S.....	53 5	17 0	6 8	36	John Agnew, Alberton, P.E.I.
103,469	Katie B.....	Arichat.....	"	1900	River Bourgeois, N.S.....	41 5	13 9	5 9	16	John Burke, River Bourgeois, N.S.
83,105	Katie Pell.....	Richibucto.....	"	1888	Richibucto, N.B.....	32 9	11 6	4 9	11	John L. Murphy, Campbellton, N.B.
64,259	Katie F. Stuart.....	Halifax.....	"	1871	West Cape, P.E.I.....	63 4	20 2	7 6	54	Isaac Gagné, Anchor Point, Nfld.
97,074	Katie E. Wall.....	Charlottetown.....	"	1892	Princetown, P.E.I.....	43 9	14 7	6 3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Eyles.....	Napanea.....	"	1877	Deseronto, Ont.....	95 0	24 0	8 0	122	C. J. McCallum, Port Colborne, Ont.
111,795	Katie J.....	Port Hawkesbury.....	"	1905	West Arichat, N.S.....	39 9	12 6	4 5	11	J. McNeil, Port Hawkesbury, N.S.
100,215	Katie M.....	Halifax.....	"	1890	Little Harbour, N.S.....	35 6	13 3	4 8	11	T. Brophy, Prospect, N.S.
122,131	Katie M.....	Yarmouth.....	Sloop.....	1906	Port La Tour, N.S.....	30 0	10 6	6 0	10	Clifford Reynolds, Port La Tour, N.S.
96,986	Katie & Ella.....	Charlottetown.....	Sloop.....	1880	Five Mile River, Conn., U.S.A.....	47 5	15 8	4 8	20	Chas. Tremholm, Bay Verte, N.B.
77,957	Kedron.....	Annapolis Royal.....	Schr—Glt.....	1880	Granville, N.S.....	45 9	16 1	6 3	22	Ansell Snow, Digby, N.S.
80,573	Keepsake.....	Windsor, Ont.....	"	1880	River Puce, Ont.....	72 6	19 9	3 7	45	Horace Fleury, Belle River, Ont.
94,934	Keewatin.....	Port Hope.....	"	1888	Lakeport, Ont.....	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont.
94,933	Keewaydin.....	Halifax.....	"	1889	Port Greville, N.S.....	107 0	28 4	10 1	188	Isaac A. Hopkins, Halifax, N.S.
107,077	Kelpie.....	St. John, N.B.....	Sloop.....	1883	Yarmouth, N.S.....	24 1	10 0	2 3	5	R. C. B. Kaye, St. John, N.B.
116,910	Kenneth C.....	Parrsboro'.....	Schr—Glt.....	1907	Port Greville, N.S.....	162 2	35 4	12 9	475	G. M. Cochrane, M.O., Fox River, N.S.
121,738	Kenneth S.....	Yarmouth.....	Sloop.....	1904	Clarke's Harbour, N.S.....	31 0	10 6	6 0	10	G. H. Smith, Clarke's Harbour, N.S.
107,981	Kestrel.....	Shelburne.....	Schr—Glt.....	1900	Shelburne, N.S.....	89 0	25 0	9 6	99	Geo. A. Cox, Shelburne, N.S.

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92,548	Kildonan.	Montreal.	Schr—Glt.	1888	Kingston, Ont.	174 1	33 0	11 1	499	Montreal Transportation Co., Ltd., Montreal, Que.
107,773	Kimberley	Chatham, N.B.	Barge—Chd.	1900	Chatham, N.B.	115 3	24 5	6 1	148	J. B. Snowball Co., Ltd., Chatham, N.B.
111,404	Kimberley	Lunenburg.	Schr—Glt.	1900	Mahone Bay, N.S.	91 8	24 5	9 5	92	Charles U. Mader, et al., Mahone Bay, N.S.
92,507	Kinetics	St. Andrews	Sloop.	1884	Back Bay, N.B.	29 6	11 2	6 0	10	Frank Pendleton, West Isles, N.B.
111,466	King Edward.	Chatham, N.B.	Schr—Glt.	1901	Carsquet, N.B.	38 5	13 0	5 3	14	The C. Robin Collas Co., Ltd., Hali- fax, N.S.
122,492	King Edward.	Quebec.	Dredge—Drague	1903	Montreal, Que.	106 8	36 5	7 0	330	William J. Poupore, Montreal, Que.
103,949	King Fisher.	Chatham, N.B.	Schr—Glt.	1899	Shippegan, N.B.	38 0	12 7	5 0	13	Wm. Fruing & Co., Ltd., Jersey.
116,408	King George.	Victoria.	"	1903	Massett, B.C.	45 0	12 5	4 8	16	Thos. Natkoun, Massett, B.C.
88,516	Kingfisher.	Sydney	"	1881	Ingonish, N.S.	33 9	13 2	5 1	10	S. Vriken, North Sydney, N.S.
88,581	Kingfisher.	Yarmouth	"	1884	Eel Brook, N.S.	59 8	19 1	7 3	47	Mrs. Mary Jane Daley, Commercial Cross, Lot 59, P.E.I.
.....	Kinghorn	Montreal.	Barge—Chd.	1871	Montreal, Que.	131 0	24 8	9 1	303	Montreal Transportation Co., Ltd., Montreal, Que.
94,740	Kings County.	Windsor, N.S.	Ship—3 m.	1890	Kingsport, N.S.	255 0	45 5	25 7	2061	The Ship Kings County Co., Ltd., Wolfville, N.S.
103,968	Kingston.	Montreal.	Barge—Chd.	1898	Kingston, Ont.	181 0	35 0	12 0	578	Montreal Transportation Co., Ltd., Montreal, Que.
116,969	Kippewa	Ottawa.	"	1903	Turtle Portage, Que.	83 0	16 4	1 3	57	Patrick Kelly, Turtle Portage, Que.

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107,626	Kirtle	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
100,981	Kite	Chatham, N.B.	Schr—Glt	1888	Caracquet, N.B.	36 0	12 1	5 1	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,288	Kite	"	"	1895	Shippegan, N.B.	34 7	12 0	4 8	10	T. Ahier, Shippegan, N.B.
116,419	Klondike	Victoria	Barge—Chd	1904	Whitehorse, Y.T.	100 0	31 5	6 0	178	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
107,774	Klondyke	Chatham, N.B.	Schr—Glt	1900	Caracquet, N.B.	37 6	13 0	5 5	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,960	Klondyke	Montreal	Sloop	1898	Pierreville, Que.	125 9	27 2	10 8	275	Adolphe Lapierre, Pierreville, Que.
103,732	Klondyke	Parrsboro'	Schr—Glt	1897	Port Greville, N.S.	74 8	24 6	7 7	78	E. Willigan, Parrsboro', N.S.
74,015	Kohinoor	Charlottetown	"	1876	Lunenburg, N.S.	77 5	23 4	8 9	77	P. Clarkin, Charlottetown, P.E.I.
103,283	Koh-i-noor	Chatham, N.B.	"	1895	Caracquet, N.B.	37 0	12 8	5 2	13	P. Rive, Caracquet, N.B.
90,642	Konaroff	Yarmouth	Schr—Glt	1883	Shelburne, N.S.	33 5	12 7	4 7	10	John Brow, Harbour au Bouche, N.S.
112,271	Koorali	Montreal	Sloop	1898	Dorval, Que.	34 3	8 9	1 7	10	S. Arnold Finly, Montreal, Que.
112,331	Kulota	Collingwood	"	1904	Collingwood, Ont.	26 0	7 5	3 7	3	Howard Turnbull and Kenneth Turnbull, J.O., Montreal, Que.
121,889	Kuroki	Yarmouth	"	1905	Barrington, N.S.	30 0	11 4	6 0	10	Judah A. Newell, M.O., Cape Island N.S.
78,033	L. C. Larned	Chatham, Ont	Schr—Glt	1875	Port Huron, Mich., U.S.A.	72 0	19 0	5 3	43	D. W. Crow, Chatham, Ont.
94,661	L. C. Tough	Shelburne	"	1888	Malone Bay, N.S.	33 9	12 2	5 4	12	A. Swaine, Black Point, N.S.
85,685	L. M. Ellis	Digby	Schr—Glt	1883	Digby, N.S.	55 0	18 4	5 8	35	George Lent, et al., Freeport, N.S.
122,230	L. N. Scott	Montreal	Barge—Chd	1903	Three Rivers, Que.	78 0	16 0	4 7	42	The Charlemagne & Lac Ousseau Lumber Co., Ltd., Montreal, Que.
122,410	L. T. Demarais	Montreal	Sloop	1907	St. Francois du Lac, Que.	110 0	23 2	7 0	135	Louis T. Demarais, St. Francois du Lac, Que.
77,267	L. Edna	St. John, N.B.	Schr—Glt	1876	St. Martin's, N.B.	74 0	24 7	6 5	68	Joshua Prescott, St. Martin's, N.B.
74,226	L'Ami du Peuple	Montreal	Sloop	1874	St. Marcel, Que.	86 6	22 0	6 1	78	Ignace Caron, jr., St. Aimé, Que.
103,623	L'Ange	Quebec	"	1895	Isle Verte, Que.	30 6	11 9	4 6	10	L. Michaud, Isle Verte, Que.
92,763	L'Audacieuse	Quebec	Schr—Glt	1889	Chicoutimi, Que.	55 8	20 0	7 5	48	Louis Leclerc, Kamouraska, Que.
80,655	L'Auréat	"	"	1879	Cap Santé, Que.	57 6	5 2	6 4	39	Malcolm Hovington, Bon Désir, Que.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built— Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10ths.	Breadth in feet and 10ths. Largeur en pieds et 10ths.	Depth in feet and 10ths. Profondeur en pieds et 10ths.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
77,596	L'Aurore.....	Montreal.....	Barge—Chd.....	1878	St. Aimé, Que.....	87 5	15 7	6 4	73	Edmond Comptois, Sorel, Que.
103,138	L'Epervier.....	Quebec.....	Sloop.....	1894	Baie St. Paul, Que.....	37 2	13 8	5 2	15	Georges Brochu, Cap St. Ignace, Que.
83,347	L'Espérance en Marie.....	".....	Schr—Glt.....	1881	Petite Rivière, Que.....	56 4	19 5	7 2	44	Aimé Guérin, St. Siméon, Que.
107,773	L'Etoile.....	Chatham, N.B.....	".....	1900	Caraquet, N.B.....	37 0	13 8	5 6	15	Prudent Gallien, Caraquet, N.B.
90,887	L'Etoile.....	Port Hawkesbury.....	Sloop.....	1888	Tusket Wedge, N.S.....	60 6	19 2	6 9	48	Edward J. Walker, Causo, N.S.
103,980	L'Etoile de la Mer.....	Quebec.....	Schr—Glt.....	1897	Baie St. Paul, Que.....	48 6	16 8	6 4	29	Emile Dumont, Tadoussac, Que.
107,493	L'Etoile de la Mer.....	".....	Sloop.....	1897	St. Siméon, Que.....	35 2	11 4	4 5	11	F. Savard, St. Siméon, Que.
122,491	L'Etoile de Mer.....	".....	Schr—Glt.....	1907	Ancs St. Jean, Que.....	78 4	21 3	7 6	82	Jos. Boudreault, Ancs St. Jean, Que.
80,673	L'Exportation.....	Montreal.....	Barge—Chd.....	1881	St. Aimé, Que.....	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.
100,171	L'Imperial.....	".....	".....	1891	Pierreville Que.....	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
116,705	L'Infatigable.....	Quebec.....	Schr—Glt.....	1904	Les Escoumains, Que.....	61 8	20 6	6 0	43	Jean Bouliane, Les Escoumains, Que.
77,870	L'Inlet.....	".....	Sloop.....	1878	L'Inlet, Que.....	49 0	16 7	4 7	23	Dolphin Langlois, Isle aux Grues, Que.
92,553	L'Union.....	Montreal.....	Barge—Chd.....	1888	Yamaska, Que.....	132 0	23 9	11 0	304	A. Lomer, Montreal, Que.
111,490	La Bellay.....	Quebec.....	Schr—Glt.....	1900	St. Siméon, Que.....	69 2	23 0	8 0	80	Eloi Bellay, Matane, Que.



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103,625	La Biénvenue.	Quebec.	Schr—Glt	1896	Baie St. Paul, Que.	53 4	18 2	7 2	38	Joseph Belanger, Trois Pistols, Que.
103,355	La Clerina.	"	"	1894	Green Island, Que.	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,838	La France.	Lunenburg.	"	1890	Lunenburg, N.S.	76 4	23 2	8 5	89	S. R. Balcom, Bay of Islands, Nfld.
72,939	La Galiotte.	Quebec.	"	1875	Malbaie, Que.	40 8	15 0	6 6	18	A. Riverin, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix.	"	"	1878	St. Jean, Island of Orleans, Que.	39 5	13 0	5 6	18	Theodore Clouthier, Moisie, Que.
112,045	La Marie Reine.	Quebec.	"	1902	Rivière Claude, Que.	88 2	26 2	10 0	99	Joseph Rioux, Rivière Claude, Que.
80,755	La Marina.	"	"	1878	Betchouan, Que.	43 3	15 5	6 0	18	Dominique Lapierre, Isle Verte, Que.
100,855	La Marinière.	"	"	1893	Rivière Claude, Que.	67 2	21 6	8 0	76	Revillon Bros., Ltd., Montreal, Que.
74,355	La Mode.	Pictou, N.S.	"	1877	Merigomish, N.S.	48 7	15 1	6 2	26	John Forrestall, Auld's Cove, N. S.
75,696	La Mouette.	Quebec.	"	1877	Quebec, Que.	73 5	20 8	8 5	65	W. S. Kennedy, Agwamus River, Labrador, Que.
71,624	La Providence.	Montreal.	Barge—Chd	1875	Yamaska, Que.	100 3	22 1	6 2	94	J. B. Allard, jr., Sorel, Que.
107,516	La Punaise.	Quebec.	Sloop.	1898	St. Siméon, Que.	31 4	12 0	4 0	10	F. X. Morin, St. Siméon, Que.
100,329	La Rose.	Yarmouth.	Schr—Glt	1894	Eel Brook, N.S.	38 0	13 2	4 4	13	M. N. Amiro, Eel Brook, N.S.
59,892	La Sorcière.	Quebec.	Barge—Chd	1863	St. Jean Deschailions, Que.	68 5	22 0	5 5	41	P. C. Lavasseur, St. Jean Deschailions, Que.
77,597	Lac St. Pierre.	Montreal.	Sloop.	1879	St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.
80,651	Lac Superior.	"	"	1879	"	98 0	23 8	6 9	105	A. Pagé, Berthier, Que.
92,291	Lachawanna.	Ottawa.	Barge—Chd	1884	Champlain, Que.	106 0	22 7	7 0	184	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Lacenic.	St. Andrews.	Schr—Glt	1880	McNutt's Island, N.S.	39 5	14 3	5 8	15	Charles Judge, St. Andrews, N. B.
107,901	Lady Aberdeen.	"	Sloop.	1895	Quaco, N.B.	32 6	14 7	6 0	18	Alva B. Small, Grand Manan, N. B.
121,937	Lady Betty.	Halifax.	"	1901	New Bedford, Mass., U.S.A.	28 8	7 7	4 5	5	Sidney C. Oland, Dartmouth, N.S.
103,856	Lady Bird.	"	"	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	Lt.-Col. A. W. A. Duncan, Naughton, Eng.
103,069	Lady Bourque.	Yarmouth.	Schr—Glt	1886	Tusket, N.S.	38 5	13 2	4 0	11	M. Bourque, Tusket, N.S.
72,072	Lady Fougère.	Arichat.	"	1883	River Bourgeoise, N.S.	40 7	13 7	5 4	15	Docté Fougère, River Bourgeoise, N.S.
75,889	Lady Franklin.	Charlottetown.	"	1881	Tatamagouche, N.S.	72 4	21 8	8 0	77	Geo. Jester, North Sydney, N.S.
71,924	Lady Hill.	Pictou, N.S.	"	1875	Exploits Bay, Nfld.	67 8	19 9	8 5	64	A. M. Banks, Halifax, N.S.

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111,480	Lady Laurier.....	Arichat.....	Schr—Glt.....	1901	Petite de Grat, N.S.....	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
107,183	Lady May.....	Charlottetown.....	".....	1888	Belle River, P.E.I.....	46 6	14 6	5 0	21	F. J. G. McDougall, Belle River, P.E.I.
96,784	Lady May.....	Halifax.....	".....	1890	Chezetook, N.S.....	45 3	16 6	6 4	25	Prosper A. Garcia, Rose Blanche, Nfld.
107,765	Lady Napier.....	Charlottetown.....	Bgtn—Bkgt.....	1902	Georgetown, P.E.I.....	113 8	27 0	11 7	210	D. Gordon, Georgetown, P.E.I.
111,581	Lady Smith.....	Peterborough.....	Barge—Chd.....	1900	Lakefield, Ont.....	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.
111,461	Lady Smith.....	Chatham, N.B.....	Schr—Glt.....	1900	Shippagan, N.B.....	37 6	13 6	6 1	17	H. Chiasson, Little Laneque, N.B.
112,324	Lady Smith.....	Parrsboro'.....	Bktn—Bkgt.....	1902	Lower Economy, N.S.....	176 2	35 9	17 8	698	Hugh Gillespie, M.O., Parrsboro', N.S.
107,869	Lady Smith.....	St. John, N.B.....	Schr—Glt.....	1900	Cambridge, N.B.....	51 7	20 2	5 3	30	Arch. Farjoy, Cambridge, N.B.
73,089	Lafrenière et St. Onge	Montreal.....	Sloop.....	1874	Yamaska, Que.....	103 2	22 5	8 0	131	James Williamson, Grenville, Que.
96,881	Lake St. Louis, No. 1	Ottawa.....	Floating Light.....	...	.....	58 2	16 8	7 8	63	The Minister of Marine and Fisheries
96,882	Lake St. Louis, No. 2	".....	".....	...	.....	58 2	16 8	7 9	64	" " " "
96,883	Lake St. Louis, No. 3	".....	".....	...	.....	58 2	16 8	7 6	66	" " " "
96,884	Lake St. Peter, No. 1	".....	".....	...	.....	56 4	15 6	7 2	46	" " " "
96,885	Lake St. Peter, No. 2	".....	".....	...	.....	56 4	15 6	7 2	46	" " " "

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96,886	Lake St. Peter, No. 3	Ottawa	Floating Light	...	56 4	15 6	7 2	46	The Minister of Marine and Fisheries Ottawa, Ont.
107,336	Lakeside	Yarmouth	Bktn—Bkgt.	1900 Grangemouth, G.B.	181 6	35 1	14 4	726	The Lakeside Shipping Co., Ltd., Yarmouth, N.S.
121,929	Lala	Quebec	Schr—Glt	1904 Ste. Anne des Monts, Que.	67 2	21 0	5 5	45	The James Richardson Co. Ltd., Matane, Que.
74,233	Laliberté	"	Sloop	1875 St. Jean des Chailons, Que.	110 0	24 0	8 0	135	N. Heroux and D. Lefebvre, Deschambault, Que.
71,603	Lancaster	Montreal	Barge—Chd	1873 Lancaster, Que.	125 1	22 8	9 5	220	Pierre Paul, Sorel, Que.
88,399	Landskrona	Windsor, N.S.	Bk—Bq	1886 Gardner's Creek, N.B.	205 8	39 7	23 5	1330	C. H. Bass and Chas. Cravos, Cardiff, Wales.
96,918	Lapwing	Montreal	Schr—Glt	1892 Garden Island, Ont.	175 7	31 2	12 1	516	Montreal Transportation Co., Ltd., Montreal, Que.
90,438	Lark	Barrington	Sloop	1892 Barrington, N.S.	33 7	12 2	6 3	13	Samuel Atwood, Barrington, N.S.
103,003	Lark	Chatham, N.B.	Schr—Glt	1892 Shippegan, N.B.	34 0	12 3	4 5	10	Thomas Ahier, Shippegan, N.B.
100,138	Lark	Winnipeg	Barge—Chd	1893 St. Boniface, Man.	100 0	14 5	4 0	39	Francis Paterson, Winnipeg, Man.
117,092	Less of Gowrie	Arichat	Schr—Glt	1905 Cape George, N.S.	39 0	12 0	5 7	14	J. Petites, Arichat, N.S.
103,232	Lassie	Montreal	Sloop	1894 Roslyn, U.S.A.	20 4	6 2	1 1	1	H. M. Molson, Montreal, Que.
111,635	Latoka	Lunenburg	Schr—Glt	1901 La Have, N.S.	91 3	24 3	9 3	99	Rufus Conrad, et al., La Have, N.S.
61,837	Laughing Waters	Yarmouth	"	1871 Port Mouton, N.S.	51 7	18 6	6 8	32	J. Goodwin, jr., Argyle, N.S.
107,290	Laure	Liverpool	"	1901 Liverpool, N.S.	129 6	31 0	12 4	299	John Harlow, et al., Milton, N.S.
103,333	Laura	Montreal	Barge—Chd	1895 Yamaska, Que.	141 7	29 4	11 2	339	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,312	Laura	Port Hawkesbury	Schr—Glt	1895 Cheticamp, N.S.	42 5	13 4	4 9	13	John Donette, Cheticamp, N.S.
103,316	Laura	"	"	1894 Cheticamp, N.S.	33 8	10 9	5 1	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
107,501	Laura	Quebec	Sloop	1897 Tadoussac, Que.	37 2	13 8	4 9	16	B. Caron, Tadoussac, Que.
107,662	Laura	"	Schr—Glt	1898 Rimouski, Que.	28 0	10 5	4 2	8	The Minister of Lands, Mines & Fisheries for Prov. Quebec, Quebec, Que.
96,956	Laura	St. John, N.B.	"	1890 Chipman, N.B.	59 0	23 0	5 0	40	Alex. Gale, Waterborough, N.B.
88,473	Laura	Winnipeg	Barge—Chd	1880 Icelandic River, Man.	66 0	14 9	4 5	35	Lake Winnipeg Transportation, Lumbar & Trading Co., Winnipeg, Man.
80,980	Laura B	Sydney	Schr—Glt	1883 St. Ann's, N.S.	74 2	23 6	8 7	90	Hugh Campbell, South Whycocomagh, N.S.
117,136	Laura B	Yarmouth	Sloop	1905 Cape Island, N.S.	34 0	12 0	5 6	10	Hayzen Lowe, M.O., Clarke's Harbor, N.S.
111,908	Laura B. G.	Arichat	Schr—Glt	1898 Country Harbour, N.S.	31 0	11 6	4 6	10	John S. Wells, White Head, N.S.

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112,096	Laura C.	Lunenburg	Schr—Glt	1902	La Have, N.S.	122 6	30 5	11 0	249	John M. Gibson, et al., La Have, N.S.
103,738	Laura C. Hall	Parrboro'	"	1898	Parrboro', N.S.	81 0	25 6	8 1	100	J. H. Rockwell, et al., River Hebert, N.S.
94,788	Laura C. Zwicker	Lunenburg	"	1889	Mahone Bay, N.S.	71 3	23 5	9 2	86	J. Arsenault, Little Bras d'Or and C. A. Ozen, North Sydney, N.S. J. O.
61,615	Laura Cox	Guyboro'	"	1875	Country Harbour, N.S.	58 7	20 4	7 1	49	John Murphy, Louisburg, N.S.
88,555	Laura D.	Kingston	Sloop.	1894	Kingston, Ont.	64 6	16 7	5 0	36	Arthur Sudds, Simcoe Island, Ont.
117,140	Laura E.	Yarmouth	"	1906	Cape Island, N.S.	31 0	11 0	6 0	10	O. T. Reynolds, Port Latour, N.S.
74,054	Laura E. Douglas	Barrington	Schr—Glt	1876	Port Clyde, N.S.	58 8	18 8	7 1	39	John T. Dicka, Georgetown, P.E.I.
101,246	Laura E. Franklin	Halifax	"	1892	St. George's Bay, Nfld.	54 5	20 0	7 9	46	James Irwin, Wine Harbour, N.S.
96,797	Laura Pheobe	"	"	1890	Musquodoboit, N.S.	41 5	14 6	6 0	12	John Kent, Musquodoboit, N.S.
88,453	Laura Victoria	Aricat.	"	1888	St. Peter's, N.S.	58 4	17 7	7 1	39	John J. Hemphill, Georgetown, P.E.I.
121,925	Laure Hortense	Quebec	"	1906	St. Fidele, Que.	66 6	19 0	6 5	50	Wilbrod Bhereur, St. Fidele, Que.
116,203	Laurel	Halifax	"	1908	Pubnico, N.S.	40 0	14 0	6 6	19	George Pelham, Herring Cove, N.S.
100,451	Laurentides	Quebec	"	1890	Quebec, Que.	65 0	21 6	6 0	55	François Bouchard, Quebec, Que.
116,513	Laurie H.	Lunenburg	"	1904	Tanook Island, N.S.	42 8	12 0	7 0	16	Jeremiah Slaunwhite, Terence Bay, N.B.

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116,204	Laurie J.	Yarmouth.	Schr—Glt.	1903 Meteghan, N.S.	69 0	21 5	8 0	65	Julien D'Entremont, Pubnico, N.S.
103,035	Laval	Ottawa.	Dredge—Drague	1893 Ottawa, Ont.	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa, Ont.
111,838	Lavina D.	Digby.	Schr—Glt.	1902 Mavillette, N.S.	41 0	12 7	6 0	21	Jas. Doucette, Mavillette, N.S.
103,702	Lavinie.	Yarmouth.	"	1896 Pinkney's Point, N.S.	64 0	21 5	7 4	50	D. Surette, Yarmouth, N.S.
94,780	Lawrence.	Lunenburg.	"	1888 Lunenburg, N.S.	76 4	23 5	9 2	79	Andrew Grant, Port Elgin, Ont.
103,619	Le Canadien.	Quebec.	Sloop	1895 Tadoussac, Que.	54 0	16 8	5 8	31	Xavier Gagne, Tadoussac, Que.
107,509	Le Céline.	"	"	1898 St. Siméon, Que.	33 9	11 8	4 5	10	Auguste Desbiens, St. Siméon, Que.
111,659	Le Maria.	Montreal.	"	1901 St. Thomas de Pierreville, Que.	99 6	23 0	6 6	117	Edmond Sauvageau, Champlain, Que.
100,456	Le Marquis de Lorne.	Quebec.	"	1890 Tadoussac, Que.	38 0	14 6	4 9	17	A. Talbot, Cap St. Ignace, Que.
85,462	Le Petrel.	"	"	1882 Quebec, Que.	42 5	16 0	4 0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour.	"	Barge—Chd	1895 St. Thomas de Pierreville, Que.	102 6	22 6	6 6	123	Pierre Paul, St. Joseph de Sorel, Que.
107,536	Leader.	St. John, N.B.	Schr—Glt	1898 Canning, N.B.	63 8	23 4	6 2	56	A. McM. Thurrott, Canning, N.B.
94,947	Leader.	Shelburne.	"	1889 Shelburne, N.S.	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.
37,551	Leading Star.	Halifax.	"	1854 Lunenburg, N.S.	56 3	17 8	7 4	39	Lenly Bond, et al., Chester, N.S.
100,077	Leah D.	St. John, N.B.	"	1891 Waterborough, N.B.	64 9	23 6	5 5	48	Frank L. Farria, Waterborough, N.B.
107,374	Leah Hardy.	Sydney.	"	1901 Gabarouse, N.S.	45 1	14 5	6 0	20	Peter Landry, St. Peters, N.S.
116,420	Lebargo.	Victoria.	Barge—Chd	1904 Whitehorse, Y.T.	77 0	24 0	4 0	63	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
74,206	Leda.	Montreal.	"	1873 Sorel, Que.	104 6	21 0	7 2	123	F. X. Croteau, Leclercville, Que.
92,769	Leda.	Quebec.	Barge—Chd	1890 Yamaska, Que.	105 0	22 1	8 2	148	Thomas Gauthier, Montreal, Que.
73,022	Lédee Adèle.	Amherst, M.I.	Schr—Glt	1877 Pointe Basse, Que.	65 3	20 7	7 6	50	Nazaire Jomphe, House Harbour, Magdalen Islands, Que.
100,296	Leigh J.	Chatham, N.B.	"	1892 Chatham, N.B.	52 0	17 3	6 8	34	W. S. Leggie & Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood.	Aricat.	"	1870 Salisbury, Mass., U.S.A.	75 5	21 5	7 9	67	Robert Nutter, Port Caledonia, N.S.
100,320	Lena.	Barrington.	"	1892 Pubnico, N.S.	40 0	13 2	5 5	13	Lovitt Nickerson, Cape Island, N.S.
100,343	Lena.	Maitland.	Schr—Glt	1901 Noel, N.S.	62 2	20 5	7 2	51	E. A. O'Brien, Noel, N.S.
121,887	Lena.	Yarmouth.	Sloop.	1906 Clyde, N.S.	30 0	11 0	6 0	11	Avert D. Smith, Yarmouth, N.S.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
90,840	Lena A.	Port Medway.	Schr—Glt.	1899	Liverpool, N.S.	32 0	10 0	5 2	11	C. A. Bowlby, Port Medway, N.S.
122,453	Lena A.	Yarmouth.	Sloop.	1906	Cape Island N.S.	30 0	11 0	6 6	11	James W. Flemmings, Port Le Tour, N.S.
107,126	Lena F. Oxner.	Lunenburg.	Schr—Glt.	1899	Lunenburg, N.S.	88 0	24 0	9 6	99	The Le Bottillier Bros., Ltd., Paspébiac, Que.
111,905	Lena Jane	Arichat.	"	1901	Petite de Grt, N.S.	31 0	10 6	5 6	11	Dominic Boudrot, Petite de Grt, N.S.
100,876	Lena Mand.	St. John, N.B.	"	1893	Whitehead, N.B.	78 4	27 2	7 0	98	Wm. Anthony, Maitland, N.S.
100,951	Leo.	Chatham, N.B.	"	1893	Carsquet, N.B.	37 5	12 4	5 2	15	W. S. Loggie & Co., Ltd., Chatham, N.B.
85,342	Leo	Lunenburg.	Bgtn—Bkgt.	1882	Mahone Bay, N.S.	97 2	24 6	10 8	165	James Eisenhauer & Co., Ltd. Lunenburg, N.S.
100,075	Lex.	St. John, N.B.	Schr—Glt.	1891	Waterborough, N.B.	80 2	26 5	6 9	93	E. M. Durant, et al., Parraboro', N.S.
61,906	Leona.	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26	A. Harrington, Liverpool, N.S.
94,874	Leona.	Montreal.	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145	A. Martineau, Yamaska, Que.
83,341	Léonille	Quebec.	Schr—Glt.	1851	Mille Vaches, Que.	38 0	13 1	4 6	13	Edmond Tremblay, Ste. Anne de Port-neuf, Que.
96,827	Leopold	Gaspé	"	1889	Lunenburg, N.S.	79 6	24 0	9 3	93	Chas. Le Marquand, et al., Point St. Peter, Que.
103 177	Leopold	Montreal.	Sloop.	1891	St. François, Que.	107 5	22 2	7 3	144	P. Desmarais, Notre Dame de Pierrville, Que.
100,450	Les Ecuruins.	Quebec.	Schr—Glt.	1892	Les Ecuruilla, Que.	65 2	18 6	6 9	67	Joseph Lajoie, St. Fulgence, Que.

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59,338	Letitia.....	St. Andrews.....	Schr—Glt.....	1877	Deer Island, N.B.....	30 9	13 5	5 6	10	Mark Shannon, St. John, N.B.
88,474	Letter B .....	" .....	" .....	1875	Brier Island, N.B.....	29 0	12 1	5 6	12	Mrs. Sophia Cook, St. George, N.B.
72,093	Lettie Dame.....	Chatham, N.B .....	" .....	1876	P. E. I. ....	30 5	12 1	4 0	11	J. W. Hierlihy, Lot 9, P.E.I.
122,059	Lety Jane.....	Chatham, N.B .....	" .....	1907	Miscou Island, N.B.....	37 0	13 6	12 0	15	William Fruing & Co., Ltd., Ship- pegan Island, N.B.
85,362	Levi Crannell.....	Ottawa.....	Barge—Chd .....	1884	Hull, Que.....	111 0	22 9	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,670	Levinia.....	Chatham, N.B .....	Schr—Glt .....	1886	Tignish, P. E. I.....	40 0	13 9	5 2	18	Wm. Deagle and A. M. Crosby, Mimi- negash, P. E. I.
100,519	Levuka .....	Parrsboro' .....	" .....	1893	Port Greville, N.S.....	69 0	24 5	7 1	76	J. E. George, et al., Parrsboro', N.S.
121,990	Lewes.....	Victoria.....	Barge—Chd .....	1907	White Horse, Y.T.....	105 5	34 7	5 5	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
117,021	Lewis.....	Sydney.....	Schr—Glt .....	1904	Louisburg, N.S.....	86 7	24 3	9 7	99	William W. Lewis, Louisburg, N.S.
107,324	Lewiston.....	Halifax.....	" .....	1900	Sheet Harbour, N.S.....	60 5	20 5	8 0	59	George E. M. Lewis, Lewiston, N.S.
92,396	Lia.....	Kingston.....	Sloop.....	1888	Kingston, Ont.....	53 0	16 4	4 3	21	James Eccles, Belleville, Ont.
94,639	Libbie.....	Victoria.....	Schr—Glt .....	1889	Shelburne, N.S.....	81 0	21 9	9 2	93	Victoria Sealing Co., Ltd., Victoria, B.C.
77,948	Libbie T.....	Halifax.....	" .....	1880	Economy, N.S.....	65 0	19 7	8 0	68	Robert Lewis, Economy, N.S.
85,301	Liberal.....	Montreal.....	Sloop.....	1883	St. Ours, Que.....	107 0	22 8	10 9	186	F. Marchessault, St. Ours, Que.
.....	Libérateur.....	" .....	Barge—Chd .....	1871	Yanaska, Que.....	103 8	22 4	8 1	156	L. Delisle, Valleyfield, Que.
107,548	Lidie & Julia.....	St. John, N.B .....	Sloop.....	1897	St. John, N.B.....	34 1	12 3	4 0	8	George H. Foster, Grand Manan, N.B.
42,217	Life Boat.....	Charlottetown.....	Schr—Glt .....	1862	Port Medway, N.S.....	63 5	20 0	7 6	48	D. Anderson, Charlottetown, P.E.I.
107,446	Lighthouse No. 1.....	Vancouver.....	Scow—Chd .....	1897	Vancouver, B.C.....	36 2	10 0	3 0	8	Federation Brand Canning Co., Ltd., Victoria, B.C.
107,447	Lighthouse No. 2.....	" .....	" .....	1896	" .....	30 0	12 0	2 5	7	" .....
107,714	Lighthouse No. 3.....	" .....	" .....	1898	" .....	36 0	14 0	3 7	14	" .....
42,684	Lightning.....	St. John, N.B .....	Schr—Glt .....	1862	St. John, N.B.....	69 3	18 4	7 4	38	F. C. Lahey, et al., St. John, N.B.
122,458	Lila A.....	Yarmouth.....	Sloop.....	1906	Cape Island, N.S.....	32 0	10 6	6 0	10	Hilbert H. Atkinson, Cape Island, N.S.
107,660	Lila D. Young .....	Lunenburg.....	Schr—Glt .....	1899	Lunenburg, N.S.....	99 0	25 0	9 8	100	John B. Young, et al., Lunenburg, N.S.
107,129	Lilla B. Hirtle.....	" .....	" .....	1899	Lunenburg, N.S.....	99 0	25 0	9 8	99	Benjamin Anderson, et al., Lunenburg, N.S.
112,152	Lillian.....	Chatham, N.B .....	" .....	1902	Caracquet, N.B. ....	39 0	13 0	5 6	15	The C. Robin, Collas Co., Ltd., Hali- fax, N.S.

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103,760	Lillian.....	Lunenburg.....	Schr—Glt.....	1898	LaHave, N.S.....	80 2	22 2	9 3	84	D. Getson, et al., LaHave, N.S.
80,964	Lillian.....	Pictou, Ont.....	".....	1859	Henderson, N.Y., U.S.A.	55 0	11 6	4 8	20	Jas. Blowers, Toronto, Ont.
111,878	Lillian Blauvelt....	Yarmouth.....	".....	1902	Meteghan River, N.S....	106 0	28 0	10 1	185	J. B. Blauvelt, Tusket, N.S.
88,273	Lillian E.....	St. Andrews.....	".....	1884	St. George, N.B.....	31 2	11 8	5 9	13	David McClelland, St. John, N.B.
111,901	Lillian Louise.....	Arichat.....	".....	1901	Guy'sboro', N.S.....	33 0	10 9	5 6	12	Chas. P. Boudrot, Petite de Grat, N.S.
100,338	Lillie.....	Maitland.....	".....	1894	Maitland, N.S.....	130 9	31 5	11 7	311	Albert M. Miller, Tignish, P.E.I.
103,315	Lillie.....	Port Hawkesbury....	".....	1886	Cheticamp, N.S.....	35 2	12 0	5 5	12	Fidèle Chiasson, Eastern Harbour, N.S.
88,628	Lillie.....	Windsor, Ont.....	".....	1884	Pike Creek, Ont.....	70 8	19 3	4 6	46	Julia Neveaux, Windsor, Ont.
80,077	Lillie Ball.....	St. John, N.B.....	".....	1881	Rexton, N.B.....	79 0	26 6	7 4	89	Geo. W. Erb, St. John, N.B.
107,794	Lillie E.....	St. John, N.B.....	".....	1899	Waterborough, N.B....	62 4	23 4	5 7	53	W. W. Barton, Waterborough, N.B.
103,217	Lilly.....	Ottawa.....	Scow—Chd.....	1890	Buckingham, Que.....	49 0	10 2	2 5	7	George Bothwell, Buckingham, Que.
96,790	Lilly C.....	Halifax.....	Schr—Glt.....	1888	Sambro, N.S.....	35 2	11 8	6 5	12	W. McC. Boak, Halifax, N.S.
51,981	Lilly Dale.....	Yarmouth.....	".....	1885	Beaver River, N.S....	38 0	12 8	5 0	11	Dexter W. Morrison, Westport, N.S.
74,391	Lilly Macfarlane....	Toronto.....	".....	1872	Port Credit, Ont.....	44 5	12 0	3 5	14	Lionel Yorke, Toronto, Ont.



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112,377	Lilly May	Arichat	Schr—Glt	1902	West Arichat, N.S.	41	9	14	0	5	9	18	A. Poirier, Desouze, N.S.
103,280	Lily	Chatham, N.B.	"	1894	Caracquet, N.B.	35	0	12	0	6	0	11	Prudent Gallien, Caracquet, N.B.
	Lina	Montreal	Barge—Chd	1869	Sorel, Que.	98	0	22	5	6	9	108	Ant. Lavellée, Sorel, Que.
83,472	Lindou	St. Andrews	Schr—Glt	1881	St. George, N.B.	29	0	11	5	6	0	12	Benjamin Parker, West Isles, N.B.
88,407	Linnet	Digby	"	1881	Liverpool, N.S.	38	5	13	3	5	7	15	Jos. H. Morehouse, Sandy Cove, N.S.
100,745	Linnet	Windsor, N.S.	"	1896	Blomidon, N.S.	41	4	14	0	4	8	14	Matthias Rolf, Walton, N.S.
100,640	Linnie & Edna	St. Andrews	"	1894	Tiverton, N.S.	52	2	17	6	6	5	30	Frank Lakeman, Woodward's Cove, N.B.
57,268	Lion	Lunenburg	"	1867	Mahone Bay, N.S.	61	5	19	3	7	6	40	John W. Kenney, Barrington, N.S.
55,644	Lion	Magdalen Islands	"	1873	House Harbour, M.I., Que.	58	0	19	3	7	6	42	C. Richard, Magdalen Islands, Que.
103,292	Lion	New Westminster	Scow—Chd	1894	New Westminster, B.C.	85	0	28	5	5	5	124	The Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
103,646	Lis	Halifax	Sloop	1896	Dartmouth, N.S.	23	5	6	4	3	6	3	F. H. Bell, Halifax, N.S.
122,571	Lita C.	Yarmouth	"	1907	Mavilette, N.S.	33	0	13	0	6	0	13	Michel Comeau, Mavilette, N.S.
80,698	Lithophone	Toronto	Schr—Glt	1881	Bronté, Ont.	55	0	15	6	3	5	14	Walter G. Naish, Port Credit, Ont.
83,464	Little Annie	Digby	"	1868	Essex, Mass., U.S.A.	44	3	15	3	5	0	19	Walter F. Leonard, St. John, N.B.
75,605	Little Annie	Halifax	"	1878	Port Gilbert, N.S.	47	0	16	7	6	4	27	Edward Eisner, Marriott's Cove, N.S.
75,851	Little Annie	Weymouth	"	1877	Meteghan River, N.S.	38	8	14	3	5	3	16	Peter H. Belliveau, St. Bernard, N.B.
121,683	Little Charley	Yarmouth	Sloop	1904	Cape Island, N.S.	33	0	11	3	6	0	10	H. Newell, M.O., Cape Island, N.S.
94,822	Little Eddie	"	Schr—Glt	1889	Church Point, N.S.	28	6	11	2	4	8	7	G. A. Mallett, Gilbert Cove, N.S.
104,000	Little Gracie	St. Andrews	Schr—Glt	1894	Spencer's Island, N.S.	29	0	11	0	5	0	11	Andrew Millar, St. John, N.B.
103,318	Little Heir	Port Hawkesbury	"	1895	Cheticamp, N.S.	41	8	13	3	5	9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe	Yarmouth	"	1883	St. John, N.B.	46	9	15	0	5	9	18	Harvey Goodwin, Pubnico, N.S.
59,305	Little Minnie	St. Andrews	"	1872	Lunenburg, Me., U.S.A.	36	9	14	4	4	9	14	Joseph McGee, St. George, N.B.
59,321	Little Nell	"	"	1853	Gloucester, Mass., U.S.A.	46	5	15	2	5	7	21	Albert Ingersoll, Grand Manan, N.B.
75,758	Lively	Yarmouth	"	1877	Meteghan, N.S.	34	2	11	0	4	0	9	W. Quinty, Carleton, St. John, N.B.
94,871	Livon	Montreal	Sloop	1889	Pierreville, Que.	107	8	22	8	8	2	167	Prosper Laplante, Lachine, Que.

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100,563	Lizzie	Sydney	Schr—Glt	1892	Mahone Bay, N.S.	120 7	25 8	12 9	245	Dominion Coal Co., Ltd., Glace Bay, N.S.
100,900	Lizzie	Weymouth	"	1875	Bath, Me., U.S.A.	76 5	21 8	7 8	68	A. H. Comeau, Meteghan River, N.S.
69,964	Lizzie A	Port Hawkesbury	"	1877	Strait of Canso, N.S.	44 0	16 0	5 9	20	Augustin McInnes, Earncliffe, P.E.I.
72,282	Lizzie A	St. John, N.B.	"	1876	Canning, N.B.	57 6	20 6	5 7	35	J. D. Hatfield, Kara, N.B.
122,455	Lizzie A	Yarmouth	"	1907	Pubnico, N.S.	60 0	15 6	8 0	33	Existe M. D'Entremont, M.O., Pubnico, N.S.
64,562	Lizzie B	St. John, N.B.	Schr—Glt	1870 1886	Westfield, N.B.	76 5	27 5	7 0	81	John J. Shields, Alma, N.B.
122,101	Lizzie B	Yarmouth	Sloop	1906	Mavillette, N.S.	36 0	14 6	7 0	18	Leazine Boudreau, M.O., Mavillette, N.S.
71,012	Lizzie Burrill	Windsor, N.S.	Ship—3 m.	1875	Little Brook, N.S.	190 0	37 4	22 2	1185	Daniel Munro, Windsor, N.S.
79,979	Lizzie C	Charlottetown	Schr—Glt	1878	St. Martin's, N.B.	75 0	22 4	7 9	79	R. H. Cann, Louisburg, N.S.
103,466	Lizzie Catharine	"	"	1899	Red Island, N.S.	92 0	23 8	9 8	99	Ronald Campbell, Summerside, P.E.I.
88,664	Lizzie D	Chatham, N.B.	"	1834	Tracadie, N.B.	40 7	14 4	5 6	17	Mrs. Helen Arseneau, Tracadie, N.B.
100,972	Lizzie D	Chatham, N.B.	Schr—Glt	1883	Caraquet, N.B.	35 2	12 6	5 2	11	Mrs. Sarah Young and F. T. B. Young J.O., Caraquet, N.B.
122,144	Lizzie D	Yarmouth	Sloop	1906	Salmon River, N.S.	35 0	11 3	5 6	12	Enos C. Deveau, Salmon River, N.S.
103,708	Lizzie E	"	Schr—Glt	1887	Port Maitland, N.S.	42 0	13 8	5 4	19	J. Ellis, Port Maitland, N.S.

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111,910	Lizzie J. Greenleaf	Arichat	Schr—Glt	1899	Canso, N.S.	32 0	10 2	5 9	11	Thos. Ryan, Canso, N.S.
75,598	Lizzie Jane	Digby	"	1877	Barton, N.S.	39 7	14 8	6 3	18	J. W. Snow, et al., Granville, N.S.
75,448	Lizzie Lindsay	Gaspé	"	1884	Douglstown, Que	74 1	22 3	9 9	91	Arthur Nadeau, Cascapedia, Que.
103,467	Lizzie May	Arichat	"	1900	River Bourgeoise, N.S.	40 1	12 4	6 3	12	Alfred Boudrot and Daniel Boudrot, Petite de Grat, N.S.
117,097	Lizzie May	"	"	1906	Larry's River, N.S.	37 0	11 8	5 6	12	Benjamin L. Pelrine, Larry's River, N.S.
116,549	Lizzie Metzner	Kingston	"	1888	Manitowoc, Wis., U.S.A.	82 8	21 8	6 6	91	E. Ellis, Picton, Ont., and W. E. Lobb, Port Milford, Ont.
100,697	Lizzie R	St. John, N.B.	"	1892	Cambridge, N.B.	74 0	25 0	4 9	80	James A. Gibbon, St. John, N.B.
100,316	Lizzie S	Yarmouth	"	1892	Yarmouth, N.S.	30 0	11 0	4 5	8	Wm. Surette, Yarmouth, N.S.
59,342	Lizzie S. McGee	St. Andrews	"	1868	St. George, N.B.	35 0	13 0	5 9	14	Joseph McGee, St. George, N.B.
92,365	Lizzie W	St. John, N.B.	"	1887	Greenwich, N.B.	42 0	15 6	5 4	17	Mrs. Annie George, Parraborn', N.S.
88,265	Lizzie Young	"	"	1883	Musquash, N.B.	37 1	13 9	5 2	13	Michael Quigg, Musquash, N.B.
85,634	Lloyd	Yarmouth	"	1883	Maitland, N.S.	45 4	16 3	6 0	31	W. H. Anderson, Hillsburn, N.S.
75,495	Lochiel	Charlottetown	"	1877	Murray River, P.E.I.	56 0	19 0	7 6	41	Mrs. Catherine Smith, Point du Chêne, N.B.
* 61,833	Lockwood	St. John, N.B.	Blk—Bq	1872	Port Gilbert, N.S.	175 0	35 5	21 6	950	C. A. Palmer, St. John, N.B.
66,948	Lois	Charlottetown	Schr—Glt	1858	Marblehead, Mass., U.S.A.	73 0	20 4	7 4	67	Lucy Dunn, Summerside, P.E.I.
54,114	Lone Star	Halifax	"	1866	Marie Joseph, N.S.	48 4	16 6	6 6	29	F. Ingersoll, sr., Grand Manan, N.B.
.....	Longuenil	Montreal	Barge—Chd	1868	Montreal, Que.	171 1	21 1	9 1	275	E. Haynemand, Lanoraie, Que.
83,465	Look Out	St. Andrews	Schr—Glt	1857	Essex, Mass., U.S.A.	63 2	19 6	7 1	48	F. Wooster, Grand Manan, N.B.
85,690	Lora T.	Digby	"	1883	Beaver River, N.S.	41 0	14 0	5 7	15	Judson T. Thurber, Freeport, N.S.
116,729	Lorain	St. John, N.B.	Schr—Glt	1905	Cumberland Bay, N.B.	60 2	22 4	5 6	53	A. Gale, et al., Waterborough, N.B.
103,660	Loranzo	Montreal	Sloop	1896	St. François du Lac, Que.	106 7	23 2	8 0	118	E. Desmarais, St. François du Lac, Que.
112,040	Loranzo	Quebec	"	1902	Tadoussac, Que.	60 0	18 3	5 2	33	Geo. Lavoie, La Petite Rivière, St. François Xavier, Que.
74,236	Lord Dufferin	"	Barge—Chd	1873	Yamaska, Que.	103 0	22 0	7 0	110	Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B.	Schr—Glt	1890	Caraguet, N.B.	35 0	12 4	4 5	10	R. Young, M.O., Caraguet, N.B.
93,156	Lord Templetown	Victoria	Blk—Bq	1886	Belfast, Ireland	232 9	40 1	24 0	2048	The Ship Lord Templetown Co., Ltd., Victoria, B.C.
* Formerly "Lillie Soullard."										

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86,540	Lord Wolsely . . .	Victoria . . .	Barge—Chd . . .	1883	Belfast, Ireland . . .	308 2	42 9	25 1	2454	The Victoria & Vancouver Stevedoring Co., Ltd., Victoria, B.C.
121,816	Loren B. Snow . . .	Digby . . .	Schr—Glt . . .	1906	Lunenburg, N.S. . . .	89 8	24 6	10 0	85	Joseph E. Snow, Digby, N.S.
90,640	Lorena . . .	Charlottetown . . .	" . . .	1886	Bay Fortune, Nfld . . .	32 8	12 4	4 5	15	John McLeod, et al., Pugwash, N.S.
92,499	Lorena Jane . . .	Windsor, N.S. . . .	" . . .	1886	Cornwallis, N.S. . . .	34 0	14 0	5 1	11	Willard Coffill, Cornwallis, N.S.
116,349	Lorina . . .	Arichat . . .	" . . .	1888	River Bourgeoise, N.S. . . .	44 5	15 6	6 0	18	Wm. J. Levisconte, River Bourgoise, N.S.
121,813	Loring B. Haskell . . .	Digby . . .	" . . .	1884	Essex, Mass., U.S.A. . . .	82 0	22 8	8 8	70	Frederick W. Peters, Summerside, P.E.I.
75,907	Lorne . . .	Chatham, N.B. . . .	" . . .	1879	Barhurst, N.B. . . .	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne . . .	Halifax . . .	" . . .	1886	Isaac's Harbour, N.S. . . .	63 6	20 6	7 3	51	Joseph Dauphinee, French Village, N.S.
83,230	Lorraine . . .	Kingston . . .	Sloop . . .	1882	Kingston, Ont . . .	81 0	18 6	5 7	63	John S. Phillips, Wolfe Island, Ont.
77,783	West Heir. . .	St. John, N.B. . . .	Schr—Glt . . .	1880	Port Medway, N.S. . . .	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,076	Lettie . . .	New Westminster . . .	" . . .	188	New Westminster, B.C. . . .	42 0	12 0	4 3	19	James Hart, Mud Bay, B.C.
83,316	Lottie . . .	Port Medway . . .	" . . .	1885	Vogler's Cove, N.S. . . .	75 6	23 5	9 0	76	S. E. Teel, Vogler's Cove, N.S.
75,741	Lottie . . .	Yarmouth . . .	" . . .	1876	Eel Brook, N.S. . . .	38 0	12 5	4 9	12	H. McGrath, Granville, N.S.
100,835	Lottie B. . .	Lunenburg . . .	" . . .	1894	Lunenburg, N.S. . . .	34 8	12 8	5 5	12	D. Doudrot, Dover, N.S.

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122,105	Lottie G.	Yarmouth.	Sloop	1905 Clyde, N.S.	30 0	11 3	6 0	10	Vincent Brannen, Wood's Harbour, N.S.
80,884	Lottie M.	St. Andrews.	Schr—Glt	1881 St. Patrick, N.B.	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.
117,098	Lottie M. Beatrice.	Arichat.	"	1906 Half Island Cove, N.S.	39 0	13 3	6 3	17	Hiram Hendsbee, Half Island Cove, N.S.
96,966	Lottie S.	Shelburne	"	1890 Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.
107,072	Lottie W.	St. John, N.B.	"	1898 Westfield, N.B.	69 3	23 3	6 2	60	E. A. Mills, et al., Annapolis Royal, N.S.
167,819	Lotus	Peterborough.	Barge—Chd	1889 Cobourg, Ont.	45 0	20 0	3 0	56	R. B. Rogers, Peterborough Ont.
107,805	Lotus	St. John, N.B.	Schr—Glt	1899 Newcastle, N.B.	80 0	27 2	7 5	98	James R. Granville, St. John, N.B.
94,949	Louil	Yarmouth.	Br'n—Bkgt	1890 Shelburne, N.S.	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Luby.	Halifax.	Schr—Glt	1889 Chezetcook, N.S.	59 8	19 0	7 6	41	R. E. Dorey, Hubbard's Cove, N.S.
59,925	Louis Lumina	Quebec	Barge—Chd	1869 Batiscan, Que.	98 3	23 0	5 7	82	A. A. Laroque, Sorel, Que.
83,426	Louisa	St. John, N.B.	Schr—Glt	1883 Port Gilbert, N.S.	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
116,583	Louisa A.	Liverpool	"	1900 Sable River, N.S.	36 0	10 9	5 2	10	Reuben J. Cott, et al., Port Mouton N.S.
117,100	Louisa Ellen.	Arichat	"	1903 Port Mouton, N.S.	35 0	10 5	6 0	11	Patrick Conway, White Head, N.S.
88,351	Louisa J. Selig	Gaspé.	"	1906 White Head, N.S.	80 0	23 6	9 3	93	Henry McCaull and Louis Wisie, Gaspé, Que.
83,402	Louisa Maud.	Halifax	"	1882 Indian Harbour, N.S.	43 8	15 3	6 3	21	Wealey Crooka, Peggy's Cove, N.S.
80,614	Louise.	Barrington	"	1881 Tusket Wedge, N.S.	79 0	23 0	8 8	85	C. D. Kendrick, M.O., Shag Harbour, N.S.
96,775	Louise.	Port Hawkesbury	"	1894 Cheticamp, N.S.	38 0	11 5	5 3	11	P. Boudrot, Cheticamp, N.S.
92,338	Louise.	Quebec	Schr—Glt	1886 Ste. Luce, Que.	40 0	13 4	4 6	14	A. Letellier, Quebec, Que.
111,550	Louise.	Vancouver.	Scow—Chd.	1901 Vancouver, B.C.	128 0	36 7	6 1	552	The British Yukon Nav. Co., Ltd., Vancouver, B.C.
122,098	Louise	Yarmouth.	Sloop	1905 Pubnico, N.S.	30 0	11 4	6 0	10	Dason H. Longthorn, Wood's Harbour, N.S.
92,349	Louisia.	Quebec	Schr—Glt	1888 Les Eboulements, Que.	69 2	21 7	8 0	76	Francis Gagnon, Cap Chatte, Que.
69,619	Louisiana.	"	"	1874 Grondines, Que.	84 3	23 5	9 5	106	J. B. R. Thibault, Portneuf, Que.
112,227	Louvina	St. John, N.B.	Sloop	1902 St. John, N.B.	40 3	13 1	6 4	15	F. J. Likely, St. John, N.B.
97,189	Lovisa.	Windsor, N.S.	Bktn—Bkgt	1891 Horton, N.S.	180 5	37 2	18 5	880	Chas. DeW. Smith, M.O., Windsor N.S.
72,335	Low Wood	St. John, N.B.	Bk—Bq	1878 Portland, N.B.	186 6	37 6	22 4	1091	Isaac Rodenheiser, Bridgewater, N.S.

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96,889	Lower Traverse	Ottawa	Barge—Chd	.....	.....	92 6	21 8	11 6	142	The Minister of Marine and Fisheries Ottawa, Ont.
100,266	Luarca	Windsor, N.S.	Schr—Glt	1891	Horton, N.S.	163 8	34 4	16 0	632	Chas. De W. Smith, Windsor, N.S.
111,735	Lucania	Lunenburg	"	1902	La Have, N.S.	92 0	24 5	9 4	99	Reuben Romkey, et al., La Have, N.S.
116,905	Lucille	Parraboro'	"	1906	Parraboro', N.S.	102 5	28 8	10 0	164	Harvey Randall, M.O., Parraboro', N.S.
100,351	Lucina	Quebec	"	1883	Ste. Emélie, Que.	61 2	18 8	5 7	37	Alexander Trepanier, Châteauf Richer, Que.
103,330	Lucy	Port Hawkesbury	Schr—Glt	1901	Cheticamp, N.S.	86 9	11 6	5 6	11	Theophile Millet, Cheticamp, N.S.
103,718	Lucy	Yarmouth	"	1898	Pubnico, N.S.	32 0	10 8	5 0	10	A. D'Entremont, Pubnico, N.S.
116,210	Lucy A.	"	"	1903	Meteghan, N.S.	55 0	15 2	8 4	32	John T. Therrio, Meteghan River, N.S.
103,563	Lue	Montreal	Sloop	1896	St. Thomas, Que.	86 5	21 5	5 1	58	P. Gill, St. Thomas, Que.
117,186	Luella	Chatham, N.B.	"	1905	Stonehaven, N.B.	88 3	24 0	8 6	99	R. P. Solev, Economy, N.S.
92,552	Lulu	Montreal	Sloop	1881	Harlem, N.Y., U.S.A.	24 5	10 4	18	2	J. Morris, St. Lambert, Que.
92,779	Lulu	New Westminster	Schr—Glt	1898	Seattle, Wash., U.S.A.	34 0	12 4	4 0	16	G. McNamee and E. W. Bloomfield, Vancouver, B.C.
100,140	Lulu	Winnipeg	Barge—Chd	1892	Kenora, Ont.	45 5	15 0	4 5	23	Jacob H. Hensey, Kenora, Ont.
103,435	Lumber	Ottawa	"	1894	Rockland, Ont.	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.

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80,632	Lumen	Yarmouth	Schr—Glt	1882 Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.
72,071	Lumen Diei	Arichat	"	1883 River Bourgeoise, N.S.	44 4	15 3	6 0	20	Urban Samson, River Bourgeoise, N.S.
65,041	Lumina	Quebec	"	1872 Cap. St. Ignace, Que.	58 6	21 5	6 1	44	Adair Fournier, St. Jean Port Joli, Que.
72,945	Lumina	"	"	1875 Malbaie, Que.	51 0	18 1	7 4	37	Adelard Warren, Malbaie, Que.
100,256	Lutetia	Halifax	Sloop	1894 Dartmouth, N.S.	29 2	7 3	5 1	4	John J. Jenney, Halifax, N.S.
96,780	Lydia A. Mason	"	Schr—Glt	1890 Tangier, N.S.	54 3	17 7	7 5	39	H. H. Smith, et al., Halifax, N.S.
100,217	Lydia E.	"	"	1892 Jeddore, N.S.	35 8	13 1	4 5	10	W. McC. Boak, Halifax, N.S.
116,899	Lydia L	Yarmouth	Sloop	1905 Plymouth, N.S.	34 0	12 0	6 2	14	N. LeBlanc, Plymouth, N.S.
122,042	Lyla H.	St. Andrews	"	1894 Shelburne, N.S.	30 8	10 0	6 0	11	Owen Frankland, Grand Manan, N.B.
116,486	Lyman Casey	Wallaceburg	Schr—Glt	1897 Toledo, Ohio, U.S.A.	126 1	26 0	13 3	277	David A. Gordon, Wallaceburg, Ont.
100,980	Lynx	Chatham, N. B.	Sloop	1888 Caraquet, N.B.	35 6	12 4	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
85,296	Lys	Montreal	"	1879 St. Thomas de Pierreville, Que.	82 0	20 0	3 6	35	A. Gervais, St. Louis, Que.
111,608	M. B., No. 2	New Westminster	Barge—Chd	1896 Vancouver, B.C.	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.
116,310	M. C. A.	Charlottetown	Schr—Glt	1906 Souris, P.E.I.	73 4	22 7	7 4	77	Cleophas Arseneau, House Harbor, Magdalen Island, Que.
107,366	M. D. S.	Windsor, N. S.	"	1900 Falmouth, N.S.	111 0	28 8	10 0	190	Alexander Watson, et al., St. John, N.B.
111,947	M. & P.	New Westminster	Barge—Chd	1902 New Westminster, B.C.	85 0	26 0	7 6	135	Joseph Myers, M.O., New Westminster, B.C.
88,408	M. A. Franklin	Halifax	Schr—Glt	1882 Clan Harbour, N.S.	36 7	14 3	5 8	22	D. Gerritor, Tor Bay, N.S.
111,440	M. A. Josey	"	"	1903 Spry Bay, N.S.	47 2	14 0	6 0	17	G. C. Hart, Halifax, N.S.
88,566	M. A. Louis	Yarmouth	"	1885 Pubnico, N.S.	71 5	21 5	7 8	64	Simeon Boutlier, Seabright, N.S.
121,962	M. A. Nickerson	Barrington	"	1906 Shelburne, N.S.	59 0	17 5	7 3	37	William H. Kenney, M.O., Clarke's Harbour, N.S.
107,571	M. B. & Co. No. One	Lindsay	Barge—Chd	1892 Bobcaygeon, Ont.	86 6	20 0	5 0	87	Mosson M. Boyd, Bobcaygeon, Ont.
107,572	M. B. & Co. No. Two	"	"	1890 "	88 0	22 4	5 0	99	" " " "
107,573	M. B. & Co. No. Three	"	"	1892 "	80 7	24 6	5 0	100	" " " "
107,574	M. B. & Co. No. Four	"	"	1890 "	70 0	21 7	5 0	76	" " " "

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103,971	M. C. No. 3.	Quebec.	Barge—Chd	1886	Quebec, Que.	86 0	29 2	7 6	130	M. Connolly, Quebec, Que.
103,972	M. C. No. 4.	"	"	1886	"	86 0	29 2	7 6	130	"
116,710	M. Elvina C.	Quebec.	Schr—Glt	1904	St. Fabien, Que.	52 8	19 3	7 3	47	Joseph Tremblay, St. Simeon, Que.
121,908	M. F. Atwood	Barrington.	Sloop.	1906	Clarke's Harbour, N.S.	34 0	13 3	6 3	15	James Kenney Co., Ltd., Clarke's Harbour, N.S.
116,302	M. J. Butler	Charlottetown.	Dredge—drague	1901	River John, N.S.	102 5	20 8	7 3	459	M. J. Haney, Toronto, Ont.
111,676	M. J. Taylor	Parraboro'	Schr—Glt	1901	Spencer's Island, N.S.	150 5	33 6	12 7	377	Joseph Murphy, Levis, Que.
97,022	M. & L. Chase.	Digby.	"	1866	Kennebunk, Me., U.S.A.	69 9	19 7	6 6	46	Edwin Hooper, Hamilton, Bermuda, B.W.I.
116,977	Mabel.	Chatham, N.B.	"	1905	Shippegan, N.B.	38 0	13 4	5 0	16	The W. S. Loggie Co., Ltd., Chatham, N.B.
85,687	Mabel.	Digby.	Schr—Glt	1883	Digby, N.S.	59 4	17 7	6 7	38	Frank Leighton, Penfield, N.B.
83,283	Mabel.	Kingston.	Sloop	1833	Dog Lake, Ont.	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.
103,173	Mabel.	Shelburne.	Schr—Glt	1894	Lockeport, N.S.	53 3	15 4	7 2	21	Geo. Savoy, Chatham, N.B.
100,564	Mabel.	Sydney.	"	1892	Mahone Bay, N.S.	120 7	25 8	12 9	247	Dominion Coal Co., Ltd., Montreal, Que.
116,658	Mabel A.	Yarmouth.	Sloop.	1904	Fabnico, N.S.	40 0	12 6	6 6	15	James S. Gray, Yarmouth, N.S.
107,914	Mabel B.	St. Andrews.	"	1890	Grand Manan, N.B.	29 0	10 5	4 6	9	Webster Comebrom, Grand Manan N.B.



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121,880	Mabel C	Barrington	Schr—Glt	1905	Cape Island, N.S.	32 0	10 6	6 0	10	Angus Nickerson, Cape Island, N.S.
103,796	Mabel Denvers	Shelburne	"	1890	North East Harbour, N.S.	32 0	13 3	6 0	14	Alexander Smith, Cape Negro, N.S.
107,704	Mabel G	Toronto	House-boat	1899	Penetanguishene, Ont.	50 0	20 0	3 0	82	W. M. Thompson, Penetanguishene, Ont.
116,583	Mabel H	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	67 2	21 4	8 6	64	D. Heisler, M.O., Lunenburg, N.S.
122,140	Mabel L	Yarmouth	Sloop	1906	Barrington, N.S.	50 0	10 6	6 0	10	Harry Banks, Shag Harbour, N.S.
85,458	Mabel M	Quebec	Barge—Chd	1883	Iberville, Que.	103 0	23 5	7 6	129	Jos. Mochon, Iberville, Que.
107,606	Mabel M	Weymouth	Schr—Glt	1900	Maxillette, N.S.	30 0	12 8	6 0	20	Edison Ellis, M.O., Port Maitland, N.S.
90,641	Mabel R. H	Yarmouth	Schr—Glt	1885	Yarmouth, N.S.	60 5	13 5	7 0	38	John Hipson, Shelburne, N.S.
112,315	Mabel T	St. Andrews	"	1903	West Isles, N.B.	32 2	13 6	6 2	13	Fred. W. Tewksbury, West Isles, N.B.
121,799	Mabel V	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	10 6	6 0	10	D. V. Smith, Cape Island, N.S.
112,154	Mac	Chatham, N.B.	Schr—Glt	1902	Miscou, N.B.	31 0	12 0	4 8	11	John M. Ward, Miscou Centre, N.B.
121,718	McB. No. 1	Vancouver	Scow—Chd	.....	Vancouver, B.C.	74 0	26 0	6 3	73	Thomas G. McBride, Vancouver, B.C.
107,584	McD. & C. No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	66 5	18 3	5 0	61	John Carew, Lindsay, Ont.
107,585	McD. & C. No. Two	"	"	1897	"	62 6	18 1	4 8	54	"
107,937	McW. No. 1	New Westminster	"	1898	New Westminster, B.C.	40 0	12 0	4 0	19	Dan McWilliams, WestHam Islands, B.C.
.....	McCarthy	Montreal	"	1871	Sorel, Que.	124 9	23 1	10 0	254	Montreal Transportation Co., Ltd., Montreal, Que.
100,704	McClure	Pictou, N.S.	Schr—Glt	1900	Tatamagouche, N.S.	104 4	27 1	10 8	191	T. Dinsmore, <i>et al.</i> , Lower Economy, N.S.
117,162	McDowell No. 3	New Westminster	Barge—Chd	1902	Vancouver, B.C.	68 0	23 0	6 6	102	John McDowell, Vancouver, B.C.
100,991	McMahon	Chatham, N.B.	Schr—Glt	1888	Carquet, N.B.	35 0	12 6	4 8	11	P. Rive, Carquet, N.B.
121,691	Maccabee	Yarmouth	Sloop	1904	Port Maitland, N.S.	34 0	10 3	5 5	10	Edison Ellis, M.O., Port Maitland, N.S.
88,237	Madcap	Brockville	"	1888	Rockport, Ont.	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madeira	Lunenburg	Schr—Glt	1898	Lunenburg, N.S.	98 8	25 0	9 6	99	T. Creaser, <i>et al.</i> , La Have, N.S.
116,919	Madeline	Liverpool	Sloop	1906	Brooklyn, N.S.	44 0	13 6	7 0	16	Whitman Fish Co., Ltd., Canso, N.S.
83,384	Madeline	Toronto	"	1882	Bronté, Ont.	69 0	18 5	5 1	39	Geo. Parker, M.O., Dumbarton, Ont.
121,676	Madeline	Vancouver	"	.....	Seattle, Wash., U.S.A.	25 0	9 0	4 0	7	W. J. Thicke, Vancouver, B.C.

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121,896	Madeline	Shelburne	Sloop	1906	Shelburne, N.S.	37 0	13 0	5 7	13	Chester L. Guptill, Grand Harbour, N.B.
96,866	Louise Madge.	Prescott.	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	335	The Canada Sugar Refining Co., Ltd., Montreal, Que.
85,403	Madona	Magdalen Islands	Schr—Glt	1905	Magdalen Islands, Que.	41 5	14 8	6 2	21	A. C. Arseneault, House Harbour, M.I., Que.
107,410	Madona	Montreal.	Sloop	1899	Sorel, Que.	120 2	25 4	10 7	268	Charles Mongeau, Ste. Anne de Sorel, Quebec, Que.
64,917	Magenta.	Liverpool.	Schr—Glt	1873	Pomquet, N.S.	41 5	14 9	6 4	20	Samuel Dexter, et al., Brooklyn, N.S.
116,490	Maggie	Chatham, N.B.	"	1902	Caraquet, N.B.	34 0	12 0	4 6	10	John Paulin, Caraquet, N.B.
88,570	Maggie	Kingston.	Barge—Chd	1869	Garden Island, Ont.	106 4	26 4	11 5	415	Alexander Laplante, Lachine, Que.
90,475	Maggie	Maitland.	Schr—Glt	1888	Noel, N.S.	51 9	17 0	6 2	34	Charles N. Hines, Noel, N.S.
117,094	Maggie Alice	Aricat.	"	1905	Port Felix, N.S.	36 0	12 1	5 7	11	P. Cashin, M.O., Port Felix, N.S.
107,064	Maggie Alice.	St. John, N.B.	"	1897	Range, N.B.	65 0	23 2	5 7	51	M. McKill, Greenwiche, N.B.
107,316	Maggie B.	Halifax	"	1899	West Chesetcook, N.S.	46 5	16 2	5 9	25	J. M. Meisnor, M. O., East Cheset- cook, N.S.
112,018	Maggie Bell.	Canso.	"	1902	Half Isld. Cove, N.S.	45 5	14 5	8 0	26	Chas. S. Horton, Half Isld. Cove, N.S.
82,968	Maggie Bell.	Halifax.	"	1881	George River, N.S.	59 3	20 5	8 0	46	Mrs. E. B. Dauphine, French Village, N.S.
90,874	Maggie Bell.	Yarmouth.	"	1886	Malbourne, N.S.	41 0	14 0	4 8	10	D. Surette, Melbourne, N.S.

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116,516	Maggie Belle	Lunenburg	Egtn—Bkgt.	1904	Mahone Bay, N.S.	99 5	25 8	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
100,580	Maggie E. C.	"	Schr—Glt	1893	"	41 8	15 5	6 1	20	Walter Mitchell, Halifax, N.S.
107,377	Maggie Ella	Sydney	"	1901	Cape North, N.S.	38 3	12 2	5 3	11	Timothy Donovan, Cape North, N.S.
116,350	Maggie F.	Arichat	"	1904	River Bourgeoise, N.S.	37 7	13 9	6 0	15	Wm. J. Levisconte, River Bourgeoise, N.S.
80,921	Maggie Jane	Charlottetown	"	1880	West Cape, P.E.I.	55 8	17 2	6 2	36	John D. Lavie, Souris, P.E.I.
92,514	Maggie Jane	St. Andrews	"	1879	Back Bay, N.B.	29 4	10 5	5 0	10	Alex. McNichol, St. George, N.B.
88,277	Maggie Jane	St. John, N.B.	Schr—Glt	1883	Beaver Harbour, N.B.	37 4	13 2	5 2	18	Thos. Bright, Pennfield, N.B.
85,539	Maggie Jane	Yarmouth	"	1883	Mavillette, N.S.	40 2	12 3	5 1	12	Wm. Robbins, Port Maitland, N.S.
96,902	Maggie L.	Kingston	"	1889	Pictou, Ont.	67 0	17 4	5 2	42	Richard La Rush, Kingston, Ont.
77,958	Maggie M.	Annapolis Royal	"	1880	Granville, N.S.	44 2	15 2	5 6	16	P. Zwicker, Clements, N.S.
116,231	Maggie M.	Digby	Sloop	1904	Margaretsville, N.S.	32 5	12 0	5 2	11	R. A. McGrannahan, Margaretsville, N.S.
111,424	Maggie M.	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	40 8	10 7	5 6	13	Jas. Marryatt, Pennant, N.S.
107,995	Maggie M. F.	Canso	"	1900	Queensport, N.S.	41 0	12 4	6 9	15	James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W.	Lunenburg	"	1891	Lunenburg, N.S.	77 5	23 5	8 8	89	Thomas R. Pettipas, Bay of Islands, Nfld.
61,400	Maggie May	Chatham, N.B.	"	1872	Tracadie, N.B.	38 5	13 5	4 9	13	Frank J. Gatain, Bathurst, N.B.
96,805	Maggie May	Halifax	"	1891	Chezetcook, N.S.	62 6	21 0	9 0	62	John E. Beaver, M. O., Pleasant Harbour, N.S.
116,733	Maggie May	"	"	1904	Mahone Bay, N.S.	39 8	14 3	6 5	17	Francis J. Fleming, M.O., Ketch Harbour, N.S.
83,488	Maggie Millard	Sydney	"	1883	Liverpool, N.S.	86 6	23 8	10 0	112	Robert J. Ormiston, M.O., Gabarouse, N.S.
92,364	Maggie Miller	St. John, N.B.	"	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph A. Hawes, Parraboro', N.S.
116,655	Maggie P.	Yarmouth	"	1902	Meteghan, N.S.	31 0	11 6	4 0	8	Stillman Crowell, Clarke's Harbour, N.S.
77,754	Maggie Page	Shelburne	Egtn—Bkgt.	1879	Port Le Bert, N.S.	86 0	24 0	9 4	110	John Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	44	Francis Weston, et al., Richibucto, N.B.
72,253	Maggie S.	St. John, N.B.	"	1876	St. Martin's N.B.	79 0	26 0	7 5	83	Caleb Reed, Rockport, N.B.
88,216	Maggie Smith	Halifax	"	1882	Chezetcook, N.S.	40 2	14 6	5 7	15	J. N. Pettipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	"	1881	Summerside, P.E.I.	76 8	22 7	8 8	83	L. F. Hill, Dartmouth, N.S.

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111,435	Maggie Wilson	Halifax	Schr—Glt	1902	Shelburne, N.S.	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.
116,915	Maggie and Esther	Liverpool	"	1905	Port Mouton, N.S.	42 0	12 0	5 0	11	R. J. Colp and S. H. Colp, Port Mouton, N.S.
85,401	Magno	Magdalen Islands	Schr—Glt	1902	Pointe Basse, Que.	55 7	17 4	6 8	52	Alex. C. Arseneau, Alright Island, M.I., Que.
103,552	Magnun	Montreal	Sloop	1895	Pierreville, Que.	86 8	21 7	5 4	76	Severe Larocci, St. Thomas de Pierreville, Que.
116,922	Magog	Victoria	Barge—Chd	1904	Victoria, B.C.	95 0	30 3	6 8	132	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
97,055	Maid of the Mist	Liverpool	Schr—Glt	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
112,112	Maimie Dell	Lunenburg	"	1903	Mahone Bay, N.S.	92 0	24 8	9 6	94	Chas. U. Mader, Mahone Bay, N.S.
74,339	Maitland	Parraboro	"	1877	Green Cove, N.S.	62 0	19 0	7 2	45	R. A. Hatfield, <i>et al.</i> , Port Greville, N.S.
116,548	Maize	Kingston	"	1856		136 8	25 4	11 0	294	Wm. G. Matthews, Lakeport, Ont.
100,955	Majestic	Chatham, N.B.	"	1892	Caraquet, N.B.	36 0	12 9	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.
96,779	Majestic	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 0	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,558	Majestic	St. Andrews	Sloop	1902	Grand Manan, N.B.	28 6	12 4	5 0	12	Wm. Flewelling, Grand Manan, N.B.
94,775	Malabar	Charlottetown	Schr—Glt	1893 (1905 St. John, N.B.)	Lunenburg, N.S.	77 8	23 5	8 9	93	Gao. C. Read, Summerside, P.E.I.
75,680	Malta	St. Catharines	Schr—Glt	1898	St. Catharines, Ont	137 5	23 5	8 2	198	Mrs. Mary M. Blodgett, Windsor, Ont.

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103,558	Malvina	Montreal	Barge—Chd	1886	Yamaska, Que.	109 2	23 4	22 5	107	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,309	Malwa	Windsor, N.S.	Bktn—Bkgt.	1901	Black River, N.S.	165 2	35 0	13 3	540	F. C. Lockhart, New York, N.Y., U.S.A.
96,867	Mamie	Montreal	Barge—Chd	1897	Montreal, Que.	129 4	28 0	11 2	370	Montreal Transportation Co., Ltd., Montreal, Que.
96,887	Manicougan	Ottawa	Barge—Chd			92 6	21 8	12 0	143	The Minister of Marine and Fisheries, Ottawa, Ont.
83,286	Manitoba	Kingston	"	1882	Bedford Mills, Ont.	103 0	17 2	5 6	75	Benjamin Tett, Bedford Mills, Ont.
116,523	Mankato	Lunenburg	Schr—Glt	1905	Bridgewater, N.S.	73 8	22 6	9 0	70	S. Walters, M.O., La Have, N.S.
121,995	Manos	Montreal	"	1906	Malone Bay, N.S.	60 8	15 5	8 7	34	Mrs. Louise M. Ames, Montreal, Que.
	Maple Leaf	Amherstburg	Schr—Glt	1871 1890	Toledo, Ohio, U.S.A.	47 7	14 0	5 0	28	Wm. Berry, Port Stanley, Ont.
116,829	Maple Leaf	Barrington	Sloop	1902	Cape Island, N.S.	30 5	11 9	6 2	11	Henry A. Penney, Cape Island, N.S.
112,158	Maple Leaf	Chatham, N.B.	Schr—Glt	1903	Shippegan, N.B.	38 0	13 0	5 5	13	Wm. Fruing & Co., Ltd., Jersey.
116,237	Maple Leaf	Digby	Sloop	1905	Westport, N.S.	33 6	11 3	5 6	10	Albert B. and Herbert E. Bailey, Westport, N.S.
103,511	Maple Leaf	Gaspé	Schr—Glt	1903	Malbaie, Que.	37 3	12 4	5 2	13	William Chicoine, Malbaie, Que.
111,721	Maple Leaf	Lunenburg	"	1901	Chester Basin, N.S.	120 1	30 0	11 0	194	S. W. Oxner, et al., Lunenburg, N.S.
116,533	Maple Leaf	"	"	1905	Lunenburg, N.S.	52 2	15 2	7 5	28	M. Rhodenizer, M.O., Lunenburg, N.S.
107,567	Maple Leaf	Parrsboro'	"	1900	Spencer's Island, N.S.	91 8	25 1	7 8	98	H. E. Mosher, M.O., Parrsboro', N.S.
94,800	Maple Leaf	Richibucto	"	1902	Walford, N.B.	48 0	15 0	5 0	21	Christina F. Fraser, Rexton, N.B.
107,546	Maple Leaf	St. Andrews	Sloop	1892	St. John, N.B.	32 8	11 8	5 4	10	Howard Rigby, St. Andrews, N.B.
92,436	Maple Leaf	Toronto	Schr—Glt	1886	Bronté, Ont.	70 0	18 5	5 4	59	Richard Goldring, M.O., Toronto, Ont.
*92,704	Maple Leaf	Winnipeg	Barge—Chd	1890	Fort Frances, Ont.	62 0	14 6	5 5	34	Walter Ross, Kenora, Ont.
111,421	Maple-leaf	Halifax	Schr—Glt	1901	Bickerton, N.S.	48 2	15 4	7 5	25	Eli Baker, Lower East Jeddore, N.S.
75,844	Marcella	"	"	1878	Bay St. George, Nfld.	48 5	17 9	6 9	32	Wm. Hulan, Bay St. George, Nfld.
69,109	Marcella Butler	"	"	1874	River Bourgeoise, N.S.	56 4	18 2	7 6	38	Christopher McDonald, jun., Boylston, N.S.
100,718	Marchioness	Montreal	Catboat	1891	Fairhaven, U.S.A.	16 3	8 0	2 9	2	R. Campbell Nelles, Montreal, Que.
112,341	Marconi	Liverpool	Bgtn—Bkgt.	1902	Liverpool, N.S.	115 6	29 8	11 1	199	J. C. Le Quesne, et al., Paspébiac, Que.
117,056	Margaret	"	Schr—Glt	1903	Queensport, N.S.	41 6	13 6	7 6	16	Robert T. Matthews, M.O., Queensport, N.S.

\* Formerly a steamer.

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116,378	Margaret .....	Chatham, N.B. ....	Schr—Glt .....	1905	Shippegan, N.B. ....	40 0	13 1	5 4	16	The W. S. Leggie Co., Ltd., Chatham, N.B.
103,117	Margaret .....	St. Andrews .....	" .....	1866	Gloucester, Mass., U.S.A. ....	59 0	18 2	7 0	49	J. S. Clerk, St. George, N.B.
111,811	Margaret .....	Dawson .....	Scow—Chd. ....	1901	Vancouver, B.C. ....	129 6	36 7	6 1	556	James A. Williams, Dawson, Y.T.
121,888	Margaret .....	Yarmouth .....	Sloop .....	1905	Cape Island, N.S. ....	31 0	11 0	6 0	10	Bryant Newell, Cape Island, N.S.
112,163	Margaret Ann .....	Chatham, N.B. ....	Schr—Glt .....	1903	Leneque, N.B. ....	37 0	13 3	5 3	13	John Jones, Little Lameque, N.B.
116,519	Margaret E. Schwartz .....	Lunenburg .....	" .....	1905	Lunenburg, N.S. ....	95 6	25 4	10 4	98	J. H. Schwartz, M.O., Lunenburg, N.S.
112,322	Margaret G. ....	Parrsboro' .....	" .....	1902	Port Greville, N.S. ....	138 9	32 2	11 1	299	Hugh Gillespie, et al., Parrsboro', N.S.
38,806	Margaret Jane. ....	Arichat .....	" .....	1869	Port Richmond, N.S. ....	53 4	18 2	6 7	42	R. B. Noble, Richibucto, N.B.
75,840	Margaret Jane Lee-son. ....	St. Catharines .....	Scow—Chd. ....	1879	Merriton, Ont .....	113 8	24 9	7 1	148	Joseph Battle, Thorold, Ont.
122,241	Margaret Leonard .....	Annapolis Royal .....	Schr—Glt .....	1870	Boston, Mass., U.S.A. ....	58 0	17 4	6 8	37	Wm. McGrath, Port Wade, N.S.
111,909	Margaret May. ....	Arichat .....	" .....	1889	Canso, N.S. ....	36 4	10 1	5 1	12	J. Kavanagh, Canso, N.S.
121,998	Margaret S. ....	Lunenburg .....	" .....	1906	Mahone Bay, N.S. ....	66 0	20 6	8 0	63	John Schmeisser, M.O., LaHave, N.S.
107,479	Marguerite .....	Digby .....	" .....	1900	Digby, N.S. ....	40 0	15 3	6 5	24	F. A. MacDonald and H. J. Thorpe, Scott's Bay, N.S.
100,728	Marguerite .....	Montreal .....	Sloop .....	1888	Booth Bay, Me., U.S.A. ....	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.

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111,894	Marguerite.....	Weymouth.....	Schr—Glt.....	1904	Grosses Coques, N.S.	97 0	24 8	8 0	98	Theophilus Le Blanc, Grosses Coques, N.S.
107,337	Marguerite.....	Yarmouth.....	".....	1900	Metergan River, N.S.....	70 2	20 1	8 1	57	Parker Eakins Co., Ltd., et al., Yarmouth, N.S.
103,712	Marguerite.....	".....	Sloop.....	1897	Pubnico, N.S.....	35 0	11 9	5 4	10	F. Branneu, Wood's Harbour, N.S.
88,463	Maria.....	Arichat.....	Schr—Glt.....	1892	Petite de Grat, N.S.....	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
61,373	Maria.....	Chatham, N.B.....	".....	1870	Escuminac, N.B.....	50 0	17 0	7 2	28	W. S. Loggie Co. Ltd., Chatham, N.B.
103,622	Maria.....	Quebec.....	Sloop.....	1896	Isle aux Grues, Que.....	33 4	13 0	4 2	11	G. Normand, Isle aux Grues, Que.
103,990	Maria.....	".....	Schr—Glt.....	1897	Isle aux Coudres, Que.....	36 0	17 6	6 5	40	J. Boudreault, Moisie River, Que.
112,033	Maria.....	".....	".....	1902	Manicouagan, Que.....	44 4	16 4	5 4	23	Louis Pagé, Manicouagan, Que.
116,702	Maria.....	".....	Sloop.....	1903	St. Jean Deschaillons, Que	56 3	17 9	4 8	27	Ernest Hamel, St. Jean Deschaillons, Que.
103,332	Maria A.....	Charlottetown.....	Schr—Glt.....	1895	Smith's Cove, N.S.....	42 2	13 3	5 9	22	Nectare Petere, Rusticoville, P.E.I.
55,863	Maria Adelmina.....	Quebec.....	".....	1896	Eic, Que.....	37 6	14 0	5 0	13	Louis Bouchard, M.O., Isle aux Coudres, Que.
55,893	Maria Annette.....	Port Hope.....	".....	1867	Quebec, Que.....	125 0	25 3	9 5	196	R. Henning, Port Hope, Ont.
92,339	Maria Decora.....	Quebec.....	".....	1887	St. Jean de Chicoutimi, Que.	54 8	17 2	7 0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth.....	".....	".....	1881	Kegaska, Que.....	43 0	15 6	5 9	18	Thos. Dennis, Kegaska, Que.
111,615	Maria Stella.....	".....	".....	1901	St. Fulgence, Que.....	68 8	21 5	7 0	61	Gédéon Lajoie, St. Fulgence, Que.
85,742	Maria Stella.....	".....	Sloop.....	1883	St. Jean, Isle d'Orléans, Que.	40 2	16 2	5 4	19	J. Tremblay, Tadoussac, Que.
116,854	Mariana.....	Shelburne.....	Schr—Glt.....	1905	Sable River, N.S.....	62 4	18 5	6 7	33	John H. Thorbourn, et al., Sand Point, N.S.
107,779	Marie.....	Chatham, N.B.....	".....	1900	Shippegan, N.B.....	40 4	13 2	5 6	15	Gaspard Savoy, Shippegan, N.B.
72,100	Marie.....	".....	".....	1876	".....	33 0	11 2	4 6	11	O. Chiasson, Shippegan, N.B.
92,403	Marie.....	".....	".....	1885	Grand Anse, N.B.....	50 1	16 2	5 4	25	Joseph U. Landry, Grande Anse, N.B.
96,771	Marie.....	Port Hawkesbury.....	".....	1892	Cheticamp, N.S.....	33 3	10 6	5 0	10	X. Roach, Cheticamp, N.S.
100,853	Marie.....	Quebec.....	Sloop.....	1892	Tadoussac, Que.....	62 0	19 9	5 6	42	P. Guérin, Mille Vaches, Que.
111,630	Marie.....	".....	".....	1901	Bay St. Paul, Que.....	51 6	19 8	4 8	25	Edward Lavoie, Bay St. Paul, Que.
69,581	Marie.....	".....	".....	1871	St. Antoine, Que.....	53 6	12 9	4 3	16	Isaie Côté, St. Antoine de Tilly, Que.
92,752	Marie Adela.....	".....	Schr—Glt.....	1888	Les Escoumains, Que.....	58 6	22 0	6 9	55	Lazare Michaud, Trois Pistoles, Que.

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66,024	Marie Adélaïde.....	Quebec.....	Schr—Glt ..	1872	Pointe aux Trembles, Que	51 2	14 9	5 5	29	F. C. Boulianne, Bon Désir, Que.
69,630	Marie Adèle.....	" .....	" .....	1874	Grondines, Que .....	108 0	23 0	9 9	149	Olivier Rivard, Grondines, Que.
75,877	Marie Alice .....	Pictou, N.S. ....	" .....	1879	Shediac, N.B. ....	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
103,983	Marie Alice .....	Quebec.....	" .....	1887	Sts. Croix, Que.....	70 0	21 4	5 9	53	Louis Delisle, Sts. Croix, Que.
116,229	Marie Almanda.....	" .....	" .....	1903	Ile aux Coudres, Que.....	64 2	18 0	6 9	44	S. Menier, M.O., St. Alphonse de Chicoutimi, Que.
107,236	Marie Alphonsine...	" .....	" .....	1897	St. Michel, Que.....	32 8	10 5	4 4	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvina.....	" .....	" .....	1872	Mille Vaches, Que ..	57 0	18 0	8 0	49	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange.....	" .....	" .....	1899	St. Fulgence, Que.....	73 6	22 2	8 2	87	Charles Gagné, sr., St. Octave de Métié, Que.
112,034	Marie Ange .....	" .....	" .....	1902	Sts. Croix, Que. ....	76 2	23 0	7 2	75	Joseph Chartier, Cacouna, Que.
111,621	Marie Anna.....	" .....	" .....	1901	Ile aux Coudres, Que...	49 6	16 7	5 8	27	Joseph Gagné, Malbaie, Que.
111,624	Marie Anna.....	" .....	" .....	1901	Natashquan, Que. ....	51 0	16 4	6 4	31	Louis Tremblay, Isle aux Coudres, Que.
66,034	Marie Anna.....	" .....	" .....	1872	St. Irénée, Que.....	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.
103,135	Marie Anna.....	" .....	" .....	1886	La Romaine, Que.....	33 6	11 6	4 8	11	H. Bilodeau, St. Thomas de Montmagny, Que.
69,340	Marie Anne.....	" .....	" .....	1875	Esquimaux Point, Que..	54 2	17 0	6 8	38	A. Leclerc, Quebec, Que.



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107,227	Marie Anne.....	Quebec.....	Schr—Glt .....	1897 Château Richer, Que.....	80 0	21 0	7 0	75 W. Patry, Château Richer, Que.
107,239	Marie Anne.....	" .....	" .....	1894 Caribou Islands, Que.....	32 4	11 7	4 8	12 I. T. Conneau, Caribou Islands, Que.
103,427	Marie Anne.....	" .....	" .....	1895 Les Ecoreuils, Que.....	43 6	13 2	3 8	14 Isidore Gadin, Les Ecoreuils, Que.
80,766	Marie Anne.....	" .....	" .....	1881 St. Irénée, Que .....	38 5	14 0	5 1	17 Thos. Minville, St. Thomas de Montmagny, Que.
92,340	Marie Anne.....	" .....	" .....	1887 Cap Chatte, Que.....	58 8	19 8	8 6	61 L. A. Boivin, Cap Chatte, Que.
97,120	Marie Anne.....	" .....	" .....	1891 Ste. Croix, Que.....	90 0	22 1	7 9	108 X. Boisvert, Ste. Croix, Que.
103,363	Marie Anne.....	" .....	" .....	1894 Murray Bay, Que.....	64 4	19 0	7 1	59 F. Tremblay, St. Siméon, Que.
121,663	Marie Anne .....	" .....	" .....	1905 St. Simeon, Que.....	68 4	19 7	7 5	59 Chas. Lajoie, St. Fulgence, Que.
111,616	Marie Antoinette .....	" .....	" .....	1901 St. Fulgence, Que.....	61 2	20 8	6 4	46 Hidalla and Euchariste Lavoie, Baie, St. Paul, Que.
66,653	Marie Arthémise.....	" .....	" .....	1870 Rivière du Loup, Que.....	46 6	12 8	5 6	22 Onésime Bélanger, Kamouraska, Que.
83,342	Marie Arthémise.....	" .....	" .....	1881 Baie St. Paul, Que .....	35 9	13 5	5 2	18 Jude Harvey, Isle aux Coudres, Que.
92,761	Marie Bertha.....	" .....	" .....	1887 Cacouna, Que.....	44 0	14 8	6 0	22 Firmin Paradis, Cacouna, Que.
116,218	Marie Blanche.....	" .....	" .....	1903 Les Eboulements, Que .....	47 6	16 9	5 2	21 Antoine Fournier, St. Roch des Aulnaies, Que.
88,326	Marie Blanche .....	" .....	" .....	1885 St. Siméon, Que.....	54 0	17 2	6 8	40 A. Roy dit Desjardins, St. Germain, Que.
111,798	Marie C.....	Port Hawkesbury.....	Sloop .....	1907 Shelburne, N.S.....	38 0	13 1	6 5	18 John Munroe, Aulds Cove, and John O. Strachan, Port Mulgrave, N.S.
103,278	Marie Célia.....	Chatham, N.B.....	Schr—Glt .....	1891 Bathurst, N.B.....	37 0	12 5	5 2	13 Pat. D. Blanchard, Caraquet, N.B.
53,850	Marie Celina.....	Quebec.....	Schr—Glt .....	1866 St. Jean Port Joli, Que.....	55 0	16 9	7 4	38 Louis Bois, St. Siméon, Que.
111,500	Marie Clarisse.....	" .....	" .....	1901 Isle aux Coudres, Que.....	46 0	14 6	5 4	21 Narcisse Degagne, Isle aux Coudres, Que.
103,136	Marie Claude.....	" .....	" .....	1894 Sandy Bay, Que.....	43 4	14 7	5 4	21 Joseph Tremblay Les Eboulements Que.
103,369	Marie Clodia.....	" .....	" .....	1894 Les Escoumains, Que.....	64 2	20 2	6 5	52 C. Bélanger, Les Escoumains, Que.
69,382	Marie du Sacré Cœur .....	" .....	" .....	1876 Esquimaux Point, Que.....	57 6	18 0	8 0	46 Elie Pelletier, Cap Chatte, Que.
103,835	Marie Elise .....	" .....	" .....	1896 Isle aux Coudres, Que.....	46 2	15 0	5 6	19 N. Harvey, Isle aux Coudres, Que.
72,432	Marie Eliza .....	" .....	" .....	1874 Malbaie, Que.....	47 0	14 8	6 6	27 John Savard, St. Siméon, Que.
100,366	Marie Elizabeth.....	" .....	" .....	1891 St. Fidèle, Que.....	46 8	16 2	5 6	23 Alfred LeBrun, River Ouelle, Que.
88,315	Marie Emelie.....	" .....	" .....	1884 Baie St. Paul, Que.....	60 0	21 7	8 0	56 B. Boudreault, Anse St. Jean, Que.

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69,654	Marie Emma.....	Quebec.....	Schr—Glt	1874	Les Eboulements, Que...	38 5	12 9	5 8	16	Joseph Bouchard, Baie St. Paul, Que.
73,011	Marie Emma.....	".....	"	1876	Baie St. Paul, Que.....	50 4	17 5	6 2	31	F. T. Stockwell, Quebec, Que.
107,223	Marie Emma.....	".....	"	1897	Bic, Que.....	64 0	20 2	7 0	56	P. Pineault, Rimouski, Que.
116,716	Marie Emma.....	".....	"	1905	St. Alexis, Que.....	68 0	22 3	6 1	54	A. Cote, St. Alexis, Que.
73,024	Marie Ensie.....	Chatham, N.B.....	"	1877	Pointe Basse, M.I., Que.	61 7	20 2	7 4	47	Benjamin Mathieson, Point Sapin, N.B.
117,182	Marie Etoile.....	".....	"	1905	Caracquet, N.B.....	42 0	13 7	5 8	20	J. A. Doiron, Caracquet, N.B.
116,222	Marie Hutticasse.....	Quebec.....	"	1908	Iale aux Coudres, Que.....	44 4	18 8	5 2	20	Joseph Millar, Bersimis, Que.
80,761	Marie Isabelle.....	".....	"	1881	Les Eboulements, Que.....	48 5	18 2	7 8	38	Henry Dinning, Quebec, Que.
66,079	Marie Jeanne.....	".....	"	{ 1873 1885	{ Grondines, Que..... Quebec, Que.....	{ 92 0 92 0	{ 23 5 23 5	{ 8 4 8 4	{ 128 128	{ J. Tremblay, Murray Bay, Que. J. Tremblay, Murray Bay, Que.
103,386	Marie Jeanne.....	".....	"	1897	Les Eboulements, Que.....	49 4	15 7	6 0	23	B. Bergeron, Les Eboulements, Que.
100,292	Marie Joseph.....	Chatham, N.B.....	"	1891	Shippegan, N.B.....	36 4	12 3	4 6	12	Lazare Gauvin, Shippegan, N.B.
96,777	Marie Joseph.....	Port Hawkesbury.....	"	1894	Cheticamp, N.S.....	32 2	11 1	5 4	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,452	Marie Joseph.....	Quebec.....	"	1892	St. Fulgence, Que.....	60 6	20 6	6 0	47	J. B. Couillard, Cap. St. Ignace, Que.
74,282	Marie Joseph.....	".....	"	1876	St. Roch des Aulnaies, Que.	58 3	19 5	6 2	43	Elzéar Tremblay, Malbait, Que.

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107,495	Marie Joseph.	Quebec.	Schr—Glt	1898	Natashquan, Que.	45 0	13 3	6 0	22	Alfe. Bergeron, Isle aux Coudres, Que.
116,718	Marie Joseph.	"	Sloop	1905	La Petite Riviere, St. Francois Xavier, Que.	63 0	19 6	5 6	41	J. Bluteau, La Petite Riviere, St. Francois Xavier, Que.
85,757	Marie Josephine.	"	Schr—Glt	1876	St. Michel, Que.	31 0	13 5	4 6	11	Narcisse Lévesque, Isle Verte, Que.
107,405	Marie L'Espérance.	"	"	1898	Isle aux Coudres, Que.	38 4	12 3	4 8	15	Louis Harvey, Isle aux Coudres, Que.
83,346	Marie Laure.	"	"	1881	Les Eboulements, Que.	49 7	16 8	6 8	33	Amable Létourneau, St. Thomas, Que.
80,741	Marie Léda.	"	"	1890	Baie des Mille Vaches, Que.	50 2	16 8	6 4	34	Luc Tremblay, Portneuf, Que.
100,295	Marie Louisa.	Chatham, N. B.	"	1892	Caraguet, N. B.	38 0	13 3	6 4	18	Joseph A. Paulin, Caraguet, N. B.
116,471	Marie Louise.	"	"	1903	"	33 0	11 7	5 0	10	Gustave Chiasson, Caraguet, N. B.
75,449	Marie Louise.	Gaspé.	"	1886	Anticosti.	40 0	11 1	4 3	11	Chas. G. Le Bas, Percé, Que.
69,584	Marie Louise.	Quebec	"	1873	Natashquan, Que.	45 6	15 5	6 3	23	Mrs. Z. Castonguay, Macnider, Que.
69,586	Marie Louise.	"	"	1872	Baie St. Paul, Que.	48 0	15 5	7 6	31	Alfred Tremblay, La Petite Riviere, St. Francois-Xavier, Que.
72,940	Marie Louise.	"	"	1875	St. Fidèle, Que.	42 5	14 0	5 7	22	Dennis Gauthier, St. Fidèle, Que.
73,020	Marie Louise.	"	"	1874	Isle aux Coudres, Que.	34 1	14 0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise.	"	"	1875	Champlain, Que.	77 1	21 4	7 7	90	F. Thibaudau, Portneuf, Que.
100,365	Marie Louise.	"	"	1889	Isle aux Grues, Que.	35 0	12 8	4 8	13	F. Germain, sr., Quebec, Que.
100,457	Marie Louise.	"	"	1892	Grandes Bergeronnes, Que.	52 4	18 6	6 4	38	Alfred Tremblay, Grandes Bergeronnes, Que.
103,611	Marie Louise.	"	"	1895	Isle aux Coudres, Que.	44 0	14 8	5 7	21	T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise.	"	"	1897	Bic, Que.	50 6	18 6	6 4	39	Charles Couillard, Sandy Bay, Que.
116,720	Marie Louise.	"	"	1905	St. Fidèle, Que.	49 6	15 9	6 2	29	J. Lavoie, St. Fidèle, Que.
107,294	Marie Louise Elida.	"	"	1897	Isle aux Coudres, Que.	53 2	17 0	6 1	31	C. Rioux, Isle Verte, Que.
103,139	Marie Louisiana.	"	"	1894	Murray Bay, Que.	64 4	19 2	8 1	61	François Foster, St. Siméon, Que.
80,734	Marie Louisina.	"	"	1890	Isle aux Coudres, Que.	49 9	15 5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nelida.	"	"	1896	Tadoussac, Que.	39 0	12 6	5 6	19	I. Bouliane, Petites Bergeronnes, Que.
88,328	Marie Oliva.	"	"	1896	Les Eboulements, Que.	48 0	17 0	6 7	33	David Simard, Grand Bay, Que.
100,464	Marie Oliva.	"	"	1893	Isle aux Coudres, Que.	32 4	12 4	4 8	12	Alex. Blais, Berthier, Que.

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74,289	Marie Philomène.....	Quebec.....	Schr—Glt.....	1877	Les Eboulements, Que.....	60 5	19 0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.
111,497	Marie Posa.....	".....	Sloop.....	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Simard, La Petite Rivière, St. François Xavier, Que.
111,626	Marie Roseanna.....	".....	Schr—Glt.....	1901	Baie St. Paul, Que.....	48 0	15 1	6 0	26	Léon Elie, Baie St. Paul, Que.
117,150	Marie Stella.....	Halifax.....	".....	1906	Grand Desert, N.S.....	59 4	16 5	6 5	36	Simon Lapierre, Grand Desert, N.S.
103,092	Marie Stella.....	Montreal.....	Sloop.....	1893	Pierreville, Que.....	107 7	23 0	8 2	143	J. Donnelly, jr., Kingston, Ont.
100,469	Marie Victoire.....	Quebec.....	Schr—Glt.....	1892	Ile aux Coudres, Que.....	40 2	13 9	5 7	20	Ernest Lavoie, Chicoutimi, Que.
72,931	Marie Victoria.....	".....	".....	1874	".....	41 4	13 5	6 2	18	Joseph Boily, Baie St. Paul, Que.
74,231	Marie Vigilante.....	".....	".....	1893	Ile aux Coudres, Que.....	41 2	14 0	5 6	19	Joseph Harvey, Ile aux Coudres, Que.
97,139	Marie Vigilante.....	".....	".....	1888	Goose Island, Que.....	71 2	19 2	5 0	39	Eucher Lachance, Goose Island, Que.
103,986	Marie Vigilante.....	".....	".....	1897	Baie St Paul, Que.....	56 0	18 5	7 0	41	Wilfrid Guimont, Matane, Que.
100,354	Marie Zoé.....	".....	".....	1885	Ile aux Coudres, Que.....	32 0	11 8	4 4	10	P. Perron, St. Thomas, Montmagny, Que.
121,862	Marina.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	77 6	22 5	8 8	78	William Schneisser, M.O., La Have, N.S.
46,498	Mariner.....	Halifax.....	".....	1896	East Port Medway, N.S.	66 0	20 8	8 2	56	W. C. Henley, Spry Bay, N.S.
111,700	Mariner.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	95 7	24 8	9 8	100	Cyrus W. Parks, La Have, N.S.

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72,157	Marion	Windsor, N.S.	Schr—Glt	1875 Walten, N.S.	48 2	15 8	6 1	26	Sam. Best, Parrsboro', N.S.
100,696	Marion Emerson	Pictou, N.S.	"	1895 Murray Harbour, P.E.I.	51 5	16 0	6 5	30	J. W. and J. P. White, J.O., Murray Harbour, P.E.I.
88,662	Marion F.	Chatham	"	1885 Tracadie, N.B.	48 4	15 3	6 3	24	Edward Gillis, Tignish, P.E.I.
	Marion L. Breck	Kingston	"	1863 Garden Island, Ont.	127 1	23 5	11 9	238	John McGibbon, Sarnia, Ont.
111,893	Marion T.	Weymouth	"	1904 Belliveau's Cove, N.S.	46 0	18 7	6 5	30	Manning Trask, Little River, N.S.
103,831	Mariposa	Quebec	"	1896 St. Antoine, Que.	98 6	23 4	7 0	115	Z. Gosselin, St. Antoine de Lotbinière, Que.
100,710	Maritana	Pictou, N.S.	"	1903 River John, N.S.	145 6	33 0	14 0	490	Chas. H. McLennan, et al., River John, N.S.
103,346	Marjorie	Montreal	Sloop	1895 Dorval, Que.	27 2	9 3	2 6	3	W. G. Ross, Montreal, Que.
100,348	Marjorie J. Sumner	Maitland	Schr—Glt	1902 Maitland, N.S.	136 3	31 0	13 0	355	F. W. Sumner, Moncton, N.B.
112,110	Mackland	Victoria	"	1903 Malone Bay, N.S.	93 5	24 9	9 7	99	The Victoria Sealing Co., Ltd., Victoria, B.C.
94,875	Marquis of Lorne	Montreal	Barge—Chd	1879 Whitehall, N.Y., U.S.A.	104 4	21 8	8 4	163	Norbert Leclaire, Contrecoeur, Que.
100,455	Marteau	Quebec	Schr—Glt	1898 Les Escoumains, Que. 1905 St. Fidele, Que.	73 2	23 7	6 6	61	Joseph Dufour, St. Fidele, Que.
92,313	Martha	Liverpool	"	1886 Brooklyn, N.Y., U.S.A.	33 2	12 7	5 0	11	John Arseneau, Margaree, N.S.
107,769	Martha B.	Charlottetown	"	1902 Montague, P.E.I.	37 3	14 6	6 6	19	Colin E. Mathison, Grand River, N.S.
97,035	Martha Ella	Yarmouth	"	1891 Yarmouth, N.S.	36 4	12 7	5 0	13	George Hamilton, Argyle, N.S.
88,522	Mary	Arichat	"	1874 French Village, N.S.	49 5	16 3	6 4	23	James Mullins, Glace Bay, N.S.
72,077	Mary	Chatham, N.B.	"	1870 Shippegan, N.B.	35 3	11 7	4 3	12	P. Robichaud, Shippegan, N.B.
75,896	Mary	"	"	1878 Richibucto, N.B.	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P.E.I.
85,692	Mary	"	"	1880 Caraque, N.B.	34 0	12 8	4 7	11	J. Gionet, Caraque, N.B.
111,847	Mary	"	"	1902 " "	38 7	13 2	5 4	14	D. Albert, Caraque, N.B.
103,314	Mary	Port Hawkesbury	"	1893 Cheticamp, N.S.	34 0	10 6	5 0	10	John Boudrot, Eastern Harbour, N.S.
66,066	Mary	Quebec	"	1873 Malbaie, Que.	59 5	18 0	8 0	54	Emile Potvin, St. Alexis, Que.
112,371	Mary A.	Arichat	"	1900 Canso, N.S.	34 0	10 0	5 9	11	Wm. S. Harris, White Haven, N.S.
121,855	Mary A. Duff	Lunenburg	"	1906 Lunenburg, N.S.	94 9	25 4	10 0	90	William Duff, M.O., Lunenburg, N.S.
112,387	Mary A. Dumphy	Sydney	"	1903 Ingonish, N.S.	45 5	14 1	5 5	18	Henry Gibbs, M.O., Halifax, N.S.

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94,671	Mary A. W.	Halifax	Schr—Glt	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakney, St. Margaret's Bay, N.S.
103,459	Mary Alice.	Arichat	"	1898	West Arichat, N.S.	60 8	17 9	7 6	47	Abraham Terrio, West Arichat, N.S.
116,345	Mary Alice.	"	"	1903	L'Ardoise, N.S.	36 4	10 0	4 9	10	Patrick E. Sampson, L'Ardoise, N.S.
36,344	Mary Alice.	Halifax	"	1861	Barrington, N.S.	69 5	22 3	7 6	58	J. M. Shand, Barrington, N.S.
85,388	Mary Alice.	"	"	1883	La Have, N.S.	41 0	16 4	6 5	21	Wm. Malcolm, Port Malcolm, N.S.
61,413	Mary Ann.	Chatham, N.B.	"	1873	Richibucto, N.B.	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
	Mary Ann.	Dunville	Barge—Chd	1867	Stromness, Ont.	73 0	15 0	8 0	57	Pigeon River Lumber Co., Port Arthur, Ont.
	Mary Ann.	Montreal.	"	1860	Sorel, Que.	89 2	19 7	5 4	90	Gilbert Pilant, Montreal, Que.
69,440	Mary Ann.	Pictou, N.S.	Schr—Glt	1875	Antigonish, N.S.	45 6	15 9	6 0	22	George A. C. McIntosh, Murray River, P.E.I.
71,162	Mary Ann Lydon.	Kingston	"	1874	Port Burwell, Ont.	112 0	23 0	10 5	180	Matthew Patterson, Kingston, Ont.
111,479	Mary Atalanta.	Arichat	"	1901	River Bourgeois, N.S.	37 6	13 4	5 6	15	Peter Bouchard, River Bourgeois, N.S.
90,811	Mary Baldwin.	Port Hope	"	1876	Sackett Harbour, U.S.A.	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
116,476	Mary Beatrice.	Chatham, N.B.	"	1903	Tracadie, N.B.	34 0	12 0	4 3	10	Julien Branson, Chatham, N.B.
92,385	Mary Bedford.	Kingston	Barge—Chd	1888	Bedford Mills, Ont.	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.



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121,803	Mary J.....	Yarmouth .....	Sloop.....	1904	Cape Island, N.S. ....	31 0	10 6	6 0	10	M. Atwood, Cape Island, N.S.
92,413	Mary Jane .....	Chatham, N.B. ....	Schr—Glt .....	1888	Tracadie, N.B. ....	37 5	13 0	5 4	14	P. C. Dorion, Caraquet, N.B.
80,917	Mary Jane .....	Halifax.....	" .....	1890	Cape Wolfe, P.E.I.....	69 0	19 0	7 3	55	Thos. Dunlap, Amherst, N.S.
80,819	Mary Jane.....	Windsor, N.S. ....	" .....	1881	Cornwallis, N.S. ....	32 0	11 0	5 3	9	Wm. C. Bill, Cornwallis, N.S.
74,362	Mary Joseph. . . .	Pictou, N.S. ....	" .....	1877	Merigomish, N.S. ....	56 1	18 1	7 4	43	Uriah Matthew, Souris, P.E.I.
96,769	Mary Lambert.....	Port Hawkesbury...	" .....	{ 1889 1890 }	{ Cheticamp, N.S. .... Cheticamp, N.S. ....	38 0	12 4	5 4	11	C. Chiasson, Cheticamp, N.S.
92,420	Mary Louise.....	Chatham, N.B. ....	" .....	1899	Pokenouche, N.B. ....	35 4	13 2	5 2	13	D. Loggie, Church Point, N.B.
100,781	Mary Louise.. . .	" .....	" .....	1899	Caraquet, N.B. ....	36 7	12 3	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,760	Mary Louise....	Kingston.....	Sloop .....	1902	Portland, Ont .....	77 2	18 6	4 2	46	John Brooker, Athens, Ont.
116,881	Mary M .....	Aricat .....	Schr—Glt .....	1904	L'Ardoise, N.S. ....	44 5	15 0	6 0	21	David Martell, M.O., L'Ardoise, N.S.
117,063	Mary M. Bell.....	Canso.....	" .....	1906	Port Felix, N.S. ....	30 0	12 0	5 6	10	John Belfontaine, Port Felix, N.S.
122,242	Mary M. Lord.....	St. Andrews.....	" .....	1903	Lubec, Me., U.S.A.....	50 6	16 2	7 1	21	Harley E. Ingersoll, Grand Manan, N.B.
111,437	Mary M. Romkey..	Halifax .....	" .....	1902	Smith's Cove, N.S. ....	70 5	21 0	9 0	77	John T. Romkey, Smith's Cove, N.S.
83,066	Mary Margaret.....	Port Hawkesbury ..	" .....	1876	South River, P.E.I.....	37 1	14 0	6 1	17	J. Chiasson, Murray Harbour, P.E.I.



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111,475	Mary Matilda	Arichat	Schr—Glt	1901	St. Peter's, N.S.	37 5	13 9	6 6	15	Fred Pelrine, Larry's River, N. S.
88,434	Mary May	Shelburne	"	1886	Gilberts Cove, N.S.	44 0	15 6	5 8	20	A. J. Firth, Shelburne, N.S.
116,478	Mary O	Chatham, N.B.	"	1904	Pt. Misonette, N.B.	34 0	11 4	4 6	11	Joseph O. Cornier, Point Misonette, N.B.
88,583	Mary Odell	Yarmouth	"	1884	Argyle, N.S.	40 5	13 5	5 0	14	T. Terrio, Meteghan, N.S.
100,937	Mary R.	Chatham, N.B.	"	1893	Caracquet, N.B.	38 1	13 1	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
116,479	Mary Rose	"	"	1904	"	42 1	13 0	5 3	17	Wm. Cormier, Caracquet, N.B.
112,379	Mary S.	Arichat	"	1903	L'Ardoise, N.S.	41 3	13 1	5 8	18	F. Sampson, et al., J.O., L'Ardoise, N.S.
77,780	Mary S. Gordon	Goderich	"	1882	Kincardine, Ont.	56 0	17 0	4 9	28	John D. Corstan, Owen Sound, Ont.
112,161	Mary Star	Chatham, N.B.	"	1903	Caracquet, N.B.	39 0	13 9	5 6	15	Hyacinthe Le Bonthellier, Caracquet, N.B.
112,150	Mary Star of the Sea	"	"	1902	"	38 8	13 9	5 6	15	L. Friolet, Caracquet, N.B.
111,844	Mary Star of the Sea	"	"	1900	"	59 6	12 9	5 4	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
116,477	Mary Star of the Sea	"	"	1904	"	41 0	14 4	5 7	20	Ferdinand Savoy, Shippegan, N.B.
88,467	Mary Taylor	Victoria	"	1875	Utsalady, U.S.A.	67 0	20 3	8 0	43	Victoria Sealing Co., Ltd., Victoria, B.C.
88,447	Mary W. J.	Halifax	"	1884	Mosher's River, N.S.	65 8	21 2	7 9	69	David McLeod, Charlottetown, P.E.I.
121,859	Mary W. S.	Lunenburg	"	1906	La Have, N.S.	74 3	22 5	8 8	74	Simon Parks, M.O., La Have, N.S.
107,912	Mary & Hilda	St. Andrews	Sloop	1896	Quaco, N.B.	30 0	14 6	5 0	17	Mrs. Nancy J. Guptill, Grand Manan, N.B.
*72,675	Mascot	Victoria	Schr—Glt	1875	Seattle, Wash., U.S.A.	68 7	19 2	4 6	40	Victoria Sealing Co., Ltd., Victoria, B.C.
	Matilda	Montreal	Barge—Chd	1873	Yamaska, Que.	104 0	22 0	7 6	139	J. Courteau, Nicolet, Que.
121,879	Matilda	Yarmouth	Slop.	1905	Shelburne, N.S.	32 0	11 0	6 0	10	Ethron P. Crowell, Port LaTour, N.S.
121,854	Mattawa	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	92 0	24 6	9 8	96	Scott Corkum, M.O., Lunenburg, N.S.
100,816	Mattie Morrissey	Canso	"	1894	Shelburne, N.S.	52 0	16 6	6 2	24	James Meagher, Canso, N.S.
117,043	Mattie and Charlie	Barrington	Sloop	1903	Clarke's Harbour, N.S.	30 0	11 5	5 4	10	F. Nickerson, M.O., Clarke's Harbour, N.S.
103,462	Maud	Arichat	Schr—Glt	1902	Guysboro', N.S.	43 0	17 0	5 6	20	Henry Duong, Arichat, N.S.
71,036	Maud	St. John, N.B.	"	1876	Yarmouth, N.S.	52 0	16 5	6 2	34	Chas. S. Smith, St. Martin's, N.B.
90,299	Maud Carter	Halifax	"	1900	St. John, N.B.	74 9	21 9	9 0	92	D. H. Webber, Jeddore, N.S.

\* Formerly "Juanita."

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94,679	Maud Gillam.....	Halifax .....	Schr—Glt ..	1889	Shelburne, N.S.....	76 0	22 0	8 6	79	Michael Gillam, Channel, Nfld.
107,999	Maud S .....	Canso .....	" .....	1901	Canso, N.S.....	36 6	11 0	6 9	12	John W. Sproule, Canso, N.S.
77,982	Maud S .....	Port Rowan .....	" .....	1880	Georgian Bay, Ont .....	52 0	15 0	6 5	21	R. Crooker (address not known)
94,749	Maud S .....	St. John, N.B.....	" .....	1886	Maquapit Lake, N.B.....	65 5	20 5	5 4	63	Isaac H. Carle, Canning, N.B.
100,376	Maud S .....	Sydney .....	" .....	1892	Cow Bay, N.S .....	36 6	12 4	6 3	13	G. P. Lealie, Spry Bay, N.S.
85,518	Maud S .....	Toronto .....	" .....	1884	Port Credit, Ont .....	52 3	16 4	3 6	25	John and J. J. McLennan, Toronto, Ont.
92,604	Maudie .....	Digby .....	" .....	1889	Louisburg, N.S .....	46 3	15 5	6 4	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen.....	" .....	Sloop.....	1900	Parker's Cove, N.S .....	29 5	12 8	5 5	14	Clarence Eisnor, Digby, N.S.
111,502	Mavin .....	St. John, N.B. ....	" .....	1900	St. John, N.B.....	53 4	14 6	8 1	29	Wm. H. Street, Campo Bello, N.B.
103,068	Max .....	Chatham, N.B.....	Schr—Glt ..	1893	Caraquet, N.B.....	31 4	13 4	4 8	10	M. Cormier, Caraquet, N.B.
92,703	Max .....	Winnipeg .....	Barge—Chd ..	1889	Kenora, Ont.....	57 5	13 7	4 8	26	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
122,309	Max C. ....	Lunenburg .....	Schr—Glt ..	1907	Petite Rivière, N.S.....	61 8	18 8	7 2	46	Harris Croft, M.O., West Dublin, N.S.
100,227	May .....	Halifax .....	" .....	1893	Sambro', N.S.....	37 8	11 4	5 0	10	James Howard, Terence Bay, N.S.
80,654	May .....	Ottawa .....	Barge—Chd ..	1890	Montreal, Que.....	110 0	22 5	7 2	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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100,206	May	Vancouver	Schr—Glt	1887	Vancouver, B.C.	68 0	18 9	4 4	46	Gordon T. Legg, Vancouver, B.C.
92,581	May B.	Gaspé	"	1888	P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Montrose, P.E.I.
66,981	May Bell.	St. John, N.B.	"	1874	Jenseg, N.B.	76 0	26 0	6 6	76	H. G. Smith and W. L. Harding, St. John, N.B.
94,793	May English.	Richibucto.	"	1890	Rexton, N.B.	38 0	13 0	5 4	10	Daniel English, Rexton, N.B.
107,777	May Flower.	Chatham, N.B.	"	1900	Shippegan, N.B.	39 0	12 8	4 8	11	Octave Banoit, Shippegan, N.B.
69,123	May Flower.	Halifax.	"	1875	Harbour au Bouche, N.S.	41 0	14 0	6 8	20	Hycinthe Chiasson, Cheticamp, N.S.
96,840	May Flower.	Lunenburg.	"	1890	Summerside, P.E.I.	61 5	21 6	8 0	60	Howard Hartling, Spanish Ship Bay, N.S.
100,614	May Flower.	Shelburne	"	1891	Jordan River, N.S.	32 0	12 4	5 4	11	J. E. Lloyd, Brighton, N.S.
107,967	May Myree.	Lunenburg.	"	1900	La Have, N.S.	86 0	23 2	9 3	89	Elias Richard sr., et al., New Dublin, N.S.
75,762	May Queen.	Liverpool.	Schr—Glt	1877	Liverpool, N.S.	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N.S.
111,896	May Queen.	Weymouth	Sloop.	1905	Church Point, N.S.	36 4	13 0	5 4	15	M. C. Thibodeau, M.O., Church Point, N.S.
107,757	Mayflower.	Charlottetown	Schr—Glt	1901	Cascumpec, P.E.I.	45 1	13 4	6 2	18	Jas. R. Lumsden, Canso, N.S.
116,307	Mayflower.	"	"	1901	West Point, P.E.I.	39 4	12 8	4 5	13	John McLeod, Tiddish, N.S.
111,462	Mayflower.	Chatham, N.B.	"	1900	Miscou Harbour, N.B.	33 0	11 6	5 0	10	John A. Bizan, Miscou Harbour, N.B.
103,768	Mayflower.	"	"	1896	Carquet, N.B.	34 3	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,184	Mayflower.	Digby.	"	1895	Shelburne, N.S.	46 0	15 5	6 5	26	R. P. Chute, et al., Hampton, N.S.
88,431	Mayflower.	Halifax.	"	1884	Chezetcook, N.S.	39 6	14 8	7 0	21	John Donovan, Ingonish, N.S.
92,576	Mayflower.	"	"	1884	Sambro, N.S.	37 5	12 6	5 0	13	James Young, Sambro, N.S.
64,864	Mayflower.	"	"	1871	Barrington, N.S.	35 9	12 8	5 2	14	S. M. Malone, Barrington, N.S.
116,553	Mayflower.	Maitland.	"	1906	Lower Selmah, N.S.	93 5	27 8	9 0	132	Wm. Anthony, et al., Lower Selmah, N.S.
103,177	Mayflower.	Shelburne	"	1891	Little Harbour, N.S.	32 3	11 6	5 6	12	A. B. Hamilton, Carleton Village, N.S.
103,037	Mayflower.	Yarmouth.	"	1894	Shelburne, N.S.	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.
103,543	Mayfly.	Halifax.	Sloop.	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	Dr. A. W. Cogswell, Halifax, N.S.
107,883	Mazar.	Montreal.	"	1899	Sorel, Que.	98 4	23 0	6 6	107	Nap. St. Denis, St. Anne de Bellevue, Que.
83,315	Mazurka.	Port Medway.	Schr—Glt	1885	Vogler's Cove, N.S.	76 4	23 5	2	83	Edward B. Richardson, Halifax, N.S.

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92,777	Meda.....	New Westminster.	Sloop.....	1888	Burrard Inlet, B.C. ....	31 5	11 4	4 9	10	O. Thomas, M.O., Victoria, B.C.
121,901	Medina A.....	Lunenburg.....	Schr—Glt.....	1906	Lunenburg, N.S. ....	74 2	22 4	8 7	74	Amiel Corkum, M.O., LaHave, N.S.
69,583	Medora.....	Quebec.....	Barge—Chd.....	1873	St. Emélie, Que. ....	98 0	23 5	8 2	124	Damase Beaudette, Ste. Emélie, Que.
77,563	Medway.....	Montreal.....	Sloop.....	1873	Sorel, Que. ....	89 9	22 6	6 4	90	M. Mongeau, Sorel, Que.
37,428	Medway Belle.....	Halifax.....	Schr—Glt.....	1884	Broad Cove, N.S. ....	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P.E.I.
107,627	Mein.....	New Westminster.	Barge—Chd.....	1896	Vancouver, B.C. ....	50 0	14 6	4 0	23	Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
85,773	Melinda.....	Montreal.....	Sloop.....	1883	Pierreville, Que. ....	94 0	22 1	6 7	102	Alfred Boucher, Sorel, Que.
100,574	Melrose.....	Barrington.....	Schr—Glt.....	1883	LaHave, N.S. ....	63 2	21 9	9 0	71	Arthur Westhaver and Alton Westhaver, Lunenburg, N.S.
103,556	Melrose.....	Montreal.....	".....	1896	Kingston, Ont. ....	183 6	35 8	14 0	740	Montreal Transportation Co., Ltd., Montreal, Que.
85,360	Mentor.....	Halifax.....	Sloop.....	1881	Georgetown, P.E.I. ....	21 3	6 5	3 4	2	O. Streidinger, Halifax, N.S.
109,897	Mercedese.....	Weymouth.....	Schr—Glt.....	1896	Belliveau's Cove, N.S. ....	95 5	27 2	9 7	149	Abram Holmes, Lower Granville, N.S.
59,474	Merit.....	Halifax.....	".....	1871	LaHave, N.S. ....	57 0	18 7	7 2	41	C. Garnier, St. George's Bay, Nfld.
92,000	Merit.....	Sydney.....	".....	1887	Little Bras d'Or, N.S. ....	34 8	14 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.
94,986	Merle.....	Toronto.....	Sloop.....	1887	South Boston, Mass., U.S.A.	39 9	12 7	6 5	11	Alex. McL. Macdonald, Toronto, Ont.

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80,656	Merlin	Montreal	Barge—Chd	1881	Montreal, Que	106 2	22 3	6 8	145	Dickson Anderson, Montreal, Que.
100,779	Mermaid	Chatham, N.B.	Schr—Glt	1891	Carquet, N.B.	34 7	13 1	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,463	Mermaid	"	"	1900	Petit Rocher, N.B.	35 8	12 3	4 5	12	Sydney Des Brisay, Petit Rocher, N.B.
111,797	Mermaid	Port Hawkesbury	"	1907	Cheticamp, N.S.	35 6	11 4	6 4	13	Thomas Harris, Cheticamp, N.S.
97,912	Mermaid	St. Catharines	Scow—Chd	1885	Chippewa, Ont.	36 0	7 5	5 1	9	Robt. Sutor, Cayuga, Ont.
100,496	Mermaid	Victoria	Schr—Glt	1853	"	93 7	20 3	10 0	73	Minister of Marine and Fisheries, Ottawa, Ont.
92,697	Mermaid	Winnipeg	Barge—Chd	1889	Fort Frances, Ont.	58 9	13 7	4 8	19	Robert Moher, Fort Frances, Ont.
112,164	Merry Christmas	Chatham, N.B.	Schr—Glt	1903	Little Lemeque, N.B.	38 0	13 5	5 0	13	Celestin Jean, Little Lemeque, N.B.
85,796	Merry May	Charlottetown	"	1884	Mount Stewart, P.E.I.	67 7	21 8	7 2	64	Donald McRae, et al., Charlottetown, P.E.I.
*103,671	Merrythought	Toronto	Sloop	1895	Oakville, Ont.	56 0	12 2	9 0	39	E. G. Staunton, Toronto, Ont.
116,914	Mersey	Liverpool	Schr—Glt	1905	Liverpool, N.S.	117 4	28 5	10 9	191	A. W. Hendry, Liverpool, N.S.
92,347	Mersey	Quebec	Barge—Chd	1888	Point Lévis, Que	100 0	23 4	5 8	96	John Burstall, Quebec, Que.
100,468	Messagère	"	Schr—Glt	1893	St. Alexis, Que.	53 2	16 2	7 4	42	N. Drouin, Quebec, Que.
38,417	Messenger	Arichat	"	1861	Cheticamp, N.S.	56 8	15 8	6 3	30	Cyprien Burke, River Bourgeoise, N.S.
73,030	Messenger	Collingwood	Barge—Chd	1881	Collingwood, Ont.	84 0	21 6	6 8	94	Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger	St. Andrews	Sloop	1899	Grand Manan, N.B.	29 8	12 8	5 1	12	Turner Ingersoll, Grand Manan, N.B.
112,100	Meteor	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	97 0	25 0	9 8	99	Theophile Cresser, LaHave, N.S.
64,949	Meteor	Quebec	Barge—Chd	1871	Ste. Emélie, Que.	97 2	22 0	7 2	105	Z. Gosselin, St. Antoine de Tilly, Que.
107,802	Meteor	St. John, N.B.	Sloop	1897	Deer Island, N.B.	40 8	12 8	6 0	13	Sylvester R. Watt, North Head, Grand Manan, N.B.
113,022	Miantonomah	Charlottetown	Schr—Glt	1872	Newburyport, U.S.A.	80 0	23 1	8 0	72	Edward J. Dicks, Georgetown, P.E.I.
57,728	Mic Mac	Halifax	"	1868	LaHave, N.S.	47 1	17 4	6 9	34	G. R. Davis, Bay of Islands, Nfld.
64,948	Michigan	Quebec	Barge—Chd	1871	Quebec, Que.	122 3	24 5	9 2	206	Dickson Anderson, Montreal, Que.
103,541	Midge	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	W. J. Stairs, jr., Halifax, N.S.
88,461	Midnight	Halifax	Schr—Glt	1865	Essex, Mass., U.S.A.	71 2	21 4	8 0	66	Samuel H. Whiston, Jeddore, N.S.
122,332	Mignonette	Quebec	"	1886	St. Etienne, Saguenay, Qu.	96 5	25 5	11 0	139	Robert Reford, et al., Montreal, Que.

\* Formerly "Winneta."

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100,300	Mikado.....	Chatham, N.B.....	Schr—Glt.....	1892	Caraquet, N.B.....	35 4	12 5	6 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,996	Mildred G. Myers.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	66 3	20 0	7 6	55	Freeman Myers, Cole Harbour, N.S.
111,831	Mildred K.....	Digby.....	".....	1901	Granville, N.S.....	45 5	16 9	6 5	36	Edward Keans, et al., Granville, N.S.
*72,976	Mildred M.....	".....	".....	.....	U.S.A.....	63 8	19 5	7 0	52	Maurice D. Peters, et al., Westport, N.S.
121,864	Mildred M. Bell.....	Lunenburg.....	".....	1906	LaHave, N.S.....	64 8	20 5	7 5	54	Charles W. Bell, M.O., LaHave, N.S.
111,523	Mildred P.....	Yarmouth.....	".....	1895	Port Maitland, N.S.....	32 3	11 5	6 0	11	Hugh McManus, Yarmouth, N.S.
90,823	Miletus.....	Lunenburg.....	".....	1888	Port Medway, N.S.....	76 0	24 0	9 0	96	John J. Oliver, M.O., River Inhabitant, N.S.
122,117	Millie.....	Sydney.....	".....	1907	Ingonish, N.S.....	37 7	13 0	6 2	13	John F. Carey, Ingonish, C.B., N.S.
121,865	Millie Louise.....	Lunenburg.....	".....	1906	Mahone Bay, N.S.....	85 6	24 0	9 0	80	Abraham Ernst, M.O., Mahone Bay, N.S.
107,111	Millie Mace.....	Lunenburg.....	".....	1898	LaHave, N.S.....	89 0	24 6	9 5	99	John Burton, Fortune, Nfld.
100,153	Milo.....	Halifax.....	".....	1891	Lunenburg, N.S.....	81 1	24 4	9 3	99	Thomas Gannon, Arichat, N.S.
116,736	Milo.....	".....	".....	1904	Beckerton, N.S.....	45 4	15 0	8 0	23	Leander Tanner, Cole Harbour, N.S.
111,408	Mindoro.....	Lunenburg.....	".....	1900	La Have, N.S.....	91 2	24 0	9 8	80	James Butt and I. R. Parsons, Bay of Islands, Nfld.
83,380	Mink.....	Toronto.....	".....	1890	(Gravenhurst, Ont. ....	52 0	16 0	4 0	19	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.

\* Formerly "Mary A. Taylor."

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83,119	Minnehaha.....	Halifax.....	Sloop.....	1881	Dartmouth, N.S.....	26 0	10 2	4 3	7	Capt. Geo. J. Playfair, R.A., Halifax, N.S.
100,224	Minnie.....	".....	Schr—Glt.....	1892	Sheet Harbour, N.S.....	85 6	24 2	10 6	96	A. F. Cameron, Sherbrooke, N.S.
77,628	Minnie.....	Kingston.....	Sloop.....	1878	Howe Island, Ont.....	40 0	11 9	4 9	17	R. J. Wilson, Gananoque, Ont.
.....	Minnie.....	Ottawa.....	Barge—Chd.....	1873	Brewer's Mills, Ont.....	95 5	20 3	5 8	108	John Eligh and Peter Eligh, J.O., Beckett's Landing, Ont.
*72,067	Minnie.....	Port Hawkesbury.....	Schr—Glt.....	1881	River Bourgeoise, N.S.....	49 5	17 0	6 3	28	J. Pelham, Jauvin's Harbour, N.S.
83,144	Minnie.....	St. Catharines.....	".....	1880	Port Dalhousie, Ont.....	38 0	9 8	4 9	8	Joseph Adamson, Toronto, Ont.
83,023	Minnie.....	Toronto.....	".....	1881	Wallaceburg, Ont.....	92 0	22 7	4 4	63	James Playfair, Midland, Ont.
111,907	Minnie A.....	Aricat.....	".....	1902	River Bourgeoise, N.S.....	66 0	18 4	7 4	46	A. Sampson, River Bourgeoise, N.S.
75,576	Minnie A.....	Pictou, N.S.....	".....	{ 1877 1904	La Have, N.S..... Wallace, N.S.....	61 8	20 0	7 7	46	Wm. Reid, Wallace, N.S.
103,412	Minnie B.....	Lunenburg.....	".....	1894	La Have, N.S.....	42 4	17 0	6 5	28	W. L. Matthews, et al., Liverpool, N.S.
107,375	Minnie B.....	Sydney.....	".....	1900	Ingonish, N.S.....	38 7	11 6	5 1	10	James H. Brewer, Ingonish, N.S.
96,935	Minnie Bell.....	Charlottetown.....	".....	1890	Wood Island, P.E.I.....	49 5	17 1	6 0	36	T. R. Thompson, Tidnish, N.S.
90,722	Minnie Bell.....	Halifax.....	".....	1886	Musquodoboit Harbour, N.S.....	34 5	12 6	4 8	11	John Kent, Musquodoboit Harbour, N.S.
75,450	Minnie Bride.....	Quebec.....	".....	1883	Barachois, Gaspé, Que.....	74 5	22 0	9 7	93	Henri Bellez, St. Simeon, Que.
86,533	Minnie C.....	Digby.....	".....	1883	Maitland, N.S.....	39 0	12 4	5 0	12	Stephen Haynes, Digby, N.S.
72,324	Minnie Cline.....	St. John, N.B.....	".....	1877	Moss Glen, N.B.....	73 0	19 7	7 3	46	Richard Cline, St. John, N.B.
90,682	Minnie D.....	Shelburne.....	".....	1886	Shelburne, N.S.....	73 0	21 7	8 8	76	James T. Thomson, Halifax, N.S.
103,606	Minnie D.....	Sydney.....	".....	1886	Ingonish, N.S.....	33 7	12 1	5 1	9	J. Daphne, Ingonish, N.S.
94,792	Minnie E. Moody.....	Richibucto.....	".....	1888	Richibucto, N.B.....	83 3	24 7	8 9	99	Aime A. Terrio, et al., Arichat, N.S.
107,438	Minnie F.....	St. Andrews.....	Sloop.....	1895	Grand Manan, N.B.....	29 0	11 5	5 0	11	Chester Frankland, Grand Manan, N.B.
88,577	Minnie Francia.....	Kingston.....	Barge—Chd.....	1885	Kingston, Ont.....	101 0	22 8	5 0	89	G. B. Magee, Merrickville, Ont.
107,434	Minnie G.....	St. Andrews.....	Sloop.....	1886	West Isles, N.B.....	30 6	12 2	5 6	13	Owen Green, Grand Manan, N.B.
103,023	Minnie H.....	Parrsboro'.....	Schr—Glt.....	1894	Canada Creek, N.S.....	37 1	12 7	5 5	12	J. A. Bowser, Sackville, N.B.
116,918	Minnie Harris.....	Liverpool.....	".....	1906	Liverpool, N.S.....	86 0	25 0	9 6	91	Samuel Harris, Grand Bank, Nfld.
88,466	Minnie J.....	Aricat.....	".....	1893	Sonora, N.S.....	30 3	11 2	4 7	10	P. Munro, White Head, N.S.

\* Formerly "Philomene D."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, — et adresse.
112,022	Minnie J. ....	Canso .....	Schr—Glt .....	1903	Tancook, N.S. ....	40 0	12 4	6 9	14	James W. Feltmate, Whitehaven, N.S.
103,416	Minnie J. Smith .....	Lunenburg .....	" .....	1895	Shelburne, N.S. ....	94 0	23 8	9 5	99	John Penny, sr., Halifax, N.S.
111,904	Minnie L. ....	Arischat .....	" .....	1901	Cape George, N.S. ....	39 2	11 3	5 9	15	Elias Bois, Petite de Grat, N.S.
122,234	Minnie Laura .....	Barrington .....	Sloop .....	1907	Clarke's Harbour, N.S. ....	36 0	10 8	6 3	11	Joseph Brown, Wood's Harbour, N.S.
107,751	Minnie Laura .....	Charlottetown .....	Schr—Glt .....	1900	Murray Harbour, P.E.I. ....	50 0	15 9	6 6	31	Reuben W. Penny, Murray Harbour, South, P.E.I.
77,631	Minnie Lieuedin .....	Kingston .....	Barge—Chd .....	1878	Seely's Bay, Ont. ....	94 0	17 7	4 8	64	C. F. Gildersleeve, Kingston, Ont.
33,104	Minnie Long .....	Richibucto .....	Schr—Glt .....	1887	Richibucto, N.B. ....	43 1	14 3	5 8	20	Geo. Allen, North Sydney, N.S.
100,249	Minnie M. ....	Halifax .....	" .....	1894	Ship Harbour, N.S. ....	34 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.
85,400	Minnie M. ....	Magdalen Islands .....	" .....	1901	Old Harry, Que. ....	39 5	11 5	6 3	13	John J. Bushey, Grand Entry, Magdalen Island, Que.
122,112	Minnie M. ....	Sydney .....	" .....	1906	Little Bras D'or, N.S. ....	32 8	10 9	4 1	7	Arthur Buchanan, St. Anna, N.S.
107,962	Minnie M. Cook .....	Lunenburg .....	" .....	1899	La Have, N.S. ....	87 0	24 0	9 3	84	Joshua E. Backman, M.O., Lunenburg, N.S.
116,739	Minnie M. Dora .....	Halifax .....	" .....	1904	Spry Bay, N.S. ....	36 4	11 8	6 4	14	John Beaver, Spry Bay, N.S.
83,302	Minnie Mac .....	Halifax .....	" .....	1882	Port Medway, N.S. ....	71 0	22 1	8 6	76	Hiram Hyde, M.O., Murray Harbour, P.E.I.
90,206	Minnie Mack .....	Charlottetown .....	" .....	1884	Bay St. George, Nfld .....	38 2	12 5	5 7	15	John McKlogan, Bay View, Pictou, N.S.



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97,052	Minnie Maud.	Gaspé	Schr—Glt	1891	Liverpool, N.S.	81 0	23 7	8 6	85	C. W. Robert, <i>et al.</i> , J.O., Cap Ozo, Que.
85,399	Minnie May	Amherst, M.I.	"	1897	Spry Bay, N.S.	35 2	12 5	5 6	10	Charles Cornier, Amherst, Magdalen Islands, Que.
100,446	Minnie May	Canso	"	1896	Sonora, N.S.	33 7	12 4	5 2	12	Wm. L. Dort, Sandy Cove, N.S.
116,536	Minnie May	Lunenburg	"	1905	Lunenburg, N.S.	49 3	16 1	7 2	29	C. Geldert, M.O., Lunenburg, N.S.
*61,578	Minnie T.	Sackville	"	{ 1875 Lemco Head, N.S. 1905 Port Elgin, N.B. }		90 8	24 3	8 8	89	C. Trenholm, Port Elgin, N.B.
107,702	Minniehaha	Toronto	House-boat	1895	Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.
61,949	Minnow	Lunenburg	Schr—Glt	1871	Petite Rivière, N.S.	58 3	19 6	4 4	35	Hiram Chapman, Northport, N.S.
122,231	Minola	Barrington	Sloop	1905	Clarke's Harbour, N.S.	32 0	11 4	5 8	13	Job E. Nickerson and Thomas Penney, Clarke's Harbour, N.S.
111,574	Minota	Toronto	"	1899	Oakville, Ont.	40 0	9 0	5 3	13	G. H. Aitkin, Chicago, Ill., U.S.A.
100,450	Minto	Canso	Schr—Glt	1899	Canso, N.S.	42 2	13 7	6 9	18	F. C. Whitman, Canso, N.S.
107,791	Minto	St. John, N.B.	"	1899	Westville, N.B.	63 0	20 0	5 0	49	W. J. McNamara, <i>et al.</i> , Round Hill, N.B.
121,905	Mira L. Smith	Barrington	Sloop	1906	Clarke's Harbour, N.S.	33 0	12 1	6 2	14	Thomas F. Smith, Port La Tour, N.S.
100,873	Miranda B.	St. John, N.B.	Schr—Glt	1893	Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
111,700	Miriam F.	Liverpool	"	1902	Port Mouton, N.S.	36 4	11 6	5 7	11	Smith C. Craig, Sable River, N.S.
80,775	Mitie	Sarnia	"	1881	Sarnia, Ont.	54 0	15 5	4 0	18	J. J. Johnson, Boston, Mass., U.S.A.
88,402	Mizpah	Digby	"	1884	Freeport, N.S.	57 9	19 8	7 4	53	Jos. E. Gaskill, Grand Manan, N.B.
111,701	Mizpah	Lunenburg	"	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	M. B. Weethaver, <i>et al.</i> , Lunenburg, N.S.
103,326	Mizpah	Port Hawkesbury	"	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
85,470	Moise	Quebec	Barge—Chd	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moise Robidoux, Yamaska, Que.
116,856	Mollie	Shelburne	Schr—Glt	1905	Shelburne, N.S.	82 0	21 8	8 3	85	J. T. Thomson, Halifax, N.S.
103,599	Mollie Myrer	Charlottetown	"	1897	Souris, P.E.I.	34 0	12 0	5 4	9	Societe Fouchère, Etang du Nord, Magdalen Island, Que.
100,175	Molly Pawn	Montreal	Sloop	1891	Boston, Mass., U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
116,674	Mona	St. Andrews	Schr—Glt	1893	West Isles, N.B.	36 0	13 4	6 4	18	Edwin H. Richardson, West Isles, N.B.
116,851	Mona	Shelburne	Schr—Glt	1904	Shelburne, N.S.	79 0	22 0	8 2	87	James T. Thomson, <i>et al.</i> , Halifax, N.S.
116,668	Monarch	Midland	Dredge—drague.	1906	Welland, Ont.	100 0	36 0	9 3	372	The Canadian Dredge & Construction Co., Ltd., Midland, Ont.

\* Formerly "L. P. Churchill."

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107,998	Money Bush.	Canso	Schr—Glt.	1901	Port Felix, N.S.	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
116,282	Monica A. Thomas.	Halifax	"	1903	Shelburne, N.S.	65 0	18 2	7 2	46	Charles H. Thomas, Herring Cove, N.S.
121,687	Monitor	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	A. Doucette, Tusket Wedge, N.S.
116,372	Monitor	Port Arthur	Schr—Glt	1892	Cheboygan, Mich., U.S.A.	130 0	30 0	8 0	214	The Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
103,276	Monkland	Chatham, N.B.	Barge—Chd.	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. E. Snowball Co., Ltd., Chatham, N.B.
100,351	Montagnais	Quebec	Sloop	1891	Ile aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailoux, Ile aux Coudres, Que.
121,665	Montagnaise	"	"	1904	Ile aux Coudres, Que.	32 6	14 9	4 6	13	A. Tremblay, Ile aux Coudres, Que.
116,635	Montana	Lunenburg	Schr—Glt.	1905	Lunenburg, N.S.	89 8	24 6	10 0	85	J. A. Silver, M.O., Lunenburg, N.S.
103,979	Montmorency	Quebec	"	1897	Quebec, Que.	68 0	21 4	6 0	51	Onesime Harvey, Grand Bay, Chicon-tini, Que.
.....	Montreal.	Montreal.	Barge—Chd	1873	Montreal, Que.	143 0	33 3	9 7	337	Montreal Transportation Co., Ltd., Montreal, Que.
121,887	Montrose	Shelburne	Schr—Glt	1906	Shelburne, N.S.	113 0	30 0	11 3	198	John G. Porter, Kingston, St. Vincent, B.W.I.
80,608	Montrose.	Yarmouth	"	1890	Salmon River, N.S.	33 0	11 5	5 0	7	G. A. Parker, Lunenburg, N.S.
103,630	Moohauk.	Quebec	Sloop	1896	Les Ecureuils, Que.	37 6	13 6	5 0	16	Leon Langlois, Les Ecureuils, Que.
111,645	Moran.	Lunenburg	Schr—Glt	1901	La Have, N.S.	93 8	25 0	10 0	100	Elias Richard, sr., et al., La Have, N.S.

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83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont.	81 5	18 7	5 0	53	S. H. Pippin, Belleville, Ont.
107,656	Moravia	Lunenburg	Schr—Glt	1899	LaHave, N.S.	100 4	25 6	10 0	99	Lemuel Smith, La Have, N.S.
122,121	Morelight	Halifax	"	1906	Forchu, N.S.	66 5	18 8	7 8	52	Albert B. Hooper, Forchu, N.S.
90,689	Morell	Charlottetown	Schr—Glt	1883	Georgetown, P.E.I.	39 0	13 2	5 1	16	Edward D. Delorey, Georgetown P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S.	36 6	12 3	5 0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1884	Chezetcook, N.S.	44 5	16 5	6 8	28	W. G. Richards, Grand River, P.E.I.
74,065	Morning Light	Windsor, Ont	Sloop	1876	Anderson, Ont.	45 6	13 0	2 4	14	H. J. Stricker, Shrewsbury, Ont.
88,669	Morning Star	Chatham, N.B.	Schr—Glt	1881	Pokemouche, N.B.	32 2	11 4	4 5	12	Gustave Gionet, Pokemouche, N.B.
35,548	Morning Star	Chatham, N.B.	"	1856	Shippegan, N.B.	50 0	15 4	7 3	30	A. Arseneau, M.O., Richibucto, N.B.
117,188	Morning Star	"	"	1906	Shippegan Island, N.B.	38 6	13 3	5 6	14	Romain Noel, (son of Jacques) Shippegan Island, N.B.
83,100	Morning Star	Port Hawkesbury	"	1884	Port Royal, N.S.	34 8	12 2	5 2	13	Matthew Maddox, Grandigue, N.S.
80,677	Moses	Montreal	Barge—Chd	1881	Montreal, Que.	61 0	19 9	4 2	41	The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.
103,839	Move	Quebec	Schr—Glt	1896	Château Richer, Que.	34 0	11 8	4 6	11	H. Caron, Château Richer, Que.
107,538	Mowgli	St. John, N.B.	Sloop	1895	Yarmouth, N.S.	24 4	9 1	3 8	4	J. R. McFarlane and T. U. May, St. John, N.B.
80,914	Mowhawk	Prescott	Barge—Chd	1872	Garden Island, Ont.	154 0	26 7	10 8	341	Alex. Rondeau, Lanoraie, Que.
100,719	Mudine	Montreal	Sloop	1889	Brooklyn, N.Y., U.S.A.	26 0	9 8	2 8	5	George R. Marler, Montreal, Que.
100,631	Mudlark	Victoria	Barge—Chd	1890	Victoria, B.C.	90 0	30 0	6 0	139	R. P. Rithet & Co., Ltd., Victoria, B.C.
116,883	Mudpout Scow	Ottawa	"	1904	Hull, Que.	40 0	16 0	4 4	23	The E. B. Eddy Company, Ltd., Hull, Que.
111,473	Murdock Finlayson	Arichat	Schr—Glt	1900	L'Ardoise, N.S.	73 1	21 1	8 8	80	Duncan Finlayson, L'Ardoise, N.S.
90,542	Muriel	Ottawa	Barge—Chd	1886	Montreal, Que.	121 9	24 6	7 5	192	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,760	Muriel	Quebec	Yawl—Yole	1883	St. Laurent, Que.	40 8	15 5	5 0	19	John D. Gilmour, Quebec, Que.
107,985	Muriel	Shelburne	Schr—Glt	1900	Sable River, N.S.	49 1	15 4	6 5	25	Silas Sencabaugh, Murray Harbour, P.E.I.
117,051	Muriel G.	Canso	"	1904	White Haven, N.S.	41 6	15 0	6 6	21	Alden Munros, White Haven, N.S.
123,007	Muriel M. Young	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	103 8	26 1	10 2	100	John B. Young, M.O., Lunenburg, N.S.
122,103	Muriel S.	Yarmouth	Sloop	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Thomas Symonds, Cape Island, N.S.

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107,298	Murray B.	Annapolis Royal.	Schr—Glt	1901	Margaretsville, N.S.	59 0	19 7	7 1	43	J. A. Balcom, Margaretsville, N.S.
	Muskoka.	Montreal.	"	1872	Chatham, Ont.	149 0	26 0	11 6	481	Montreal Transportation Co., Ltd., Montreal, Que.
83,310	Myosotis	Arichat.	"	1884	Port Medway, N.S.	80 0	23 5	8 8	93	Alfred Bondrot, Arichat, N. S.
100,606	Myra Louise	Lanenburg	"	1883	Lockeport, N.S.	46 0	14 0	6 0	17	Armenious Strum, M.O., Mahone Bay, N.S.
85,477	Myrtle.	Barrington	"	1883	Shelburne, N.S.	80 5	22 7	8 8	91	G. Cunningham, Halifax, N.S.
111,668	Myrtle.	Montreal.	Barge—Chd	1902	Charlemagne, Que.	96 4	26 4	5 3	92	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
107,801	Myrtle.	St. John, N.B.	Sloop	1898	St. John, N.B.	26 5	8 4	3 0	5	Edward N. Herrington, St. John, N.B.
103,175	Myrtle.	Shelburne	Schr—Glt	1894	Little Harbour, N.S.	33 6	12 0	4 9	10	G. S. Decker, sr., Little Harbour, N.S.
88,426	Myrtle Purdy.	St. John, N.B.	"	1884	Chipman, N.B.	77 3	26 5	7 0	85	Willard Wilbur, New Horton, N.B.
116,897	Myrtle S.	Yarmouth	Sloop	1904	Sanford, N.S.	35 0	12 0	6 0	12	Alexander Shaw, Sanford, N.S.
85,442	Mystery.	St. John, N.B.	Schr—Glt	1883	Cornwallis, N.B.	40 0	13 2	6 0	14	Frederick Thompson, Chance Har- bour, N.B.
100,640	Mystery No. 1.	Victoria	Scow—Chd	1889	Vancouver, B.C.	84 0	25 8	5 0	89	T. Earle, Victoria, B.C.
100,641	Mystery No. 2.	Victoria.	"	1889	Vancouver, B.C.	76 0	24 0	5 0	74	T. Earle, Victoria, B.C.

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112,318	N. N. Gray	St. Andrews	Sloop	1900	.....	32 2	11 8	5 6	13	Wilson Finch, Campo Bello, N.B.
75,627	N. W. White	Quebec	Schr—Glt	1878	Jordan River, N.S.	82 0	22 8	9 2	99	Joseph Samson, Quebec, Que.
97,197	N. Paul	Montreal	Barge—Chd	1890	Sorel, Que	100 1	22 9	8 5	126	Wm. J. Poupore, Montreal, Que.
116,786	Nada	Vancouver	Sloop	1904	Sechelt, B.C.	37 0	11 5	5 4	11	J. H. Cavanagh <i>et al.</i> , J.O., Vancouver, B.C.
107,681	Nadine	Montreal	Barge—Chd	1899	Toronto, Ont.	166 0	29 8	12 6	484	Montreal Transportation Co., Ltd., Montreal, Que.
116,530	Nahada	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	88 6	24 6	9 5	94	H. Wynaech, M.O., Lunenburg, N.S.
116,392	Naiaid	Sarnia	"	1863	Huron, Mich., U.S.A.	140 6	29 0	11 6	276	J. E. Williscroft, Southampton, Ont.
90,543	Naomi	Ottawa	Barge—Chd	1886	Montreal, Que.	122 5	24 6	7 6	194	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
.....	Napoléon	Montreal	"	1896	Gentilly, Que.	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoléon	"	"	1894	Sorel, Que	104 6	22 7	8 3	167	The Robert Reford Co., Ltd., Montreal, Que.
103,629	Napoléon	Quebec	Sloop	1895	Les Ecureuils, Que	64 8	21 4	5 7	47	A. Lemieux, Les Ecureuils, Que.
92,547	National	Montreal	"	1886	Pierreville, Que.	108 7	22 8	8 1	151	Mrs. E. Lalonde, Montreal, Que.
116,346	Native of Foucher	Arichat	Schr—Glt	1903	Foucher, N.S.	43 0	11 9	5 1	16	John D. McLeod, Foucher, N.S.
35,419	Nautilus	St. Andrews	"	1862	St. Andrews, N.B.	46 0	15 0	6 2	19	H. C. Harris, Centreville, N.S.
70,294	Nebraska	Montreal	Barge—Chd	1874	Quebec, Que.	151 5	26 8	11 2	388	Alphonse Desrosierre, Lanoraie, Que.
103,703	Nebula	Yarmouth	Schr—Glt	1896	Pubnico, N.S.	49 5	16 4	7 0	24	Nathaniel Beal, <i>et al.</i> , Grand Manan, N.B.
83,322	Ned	Ottawa	Barge—Chd	1881	Ottawa, Ont.	109 6	22 2	7 9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,774	Negotiant	Montreal	Sloop	1884	St. Thomas de Pierreville Que.	105 4	22 3	7 7	129	Urban Larocche, Sorel, Que.
77,690	Neil Dow	Charlottetown	Schr—Glt	1878	Murray River, P.E.I.	56 7	16 4	6 7	48	Wm. Irving, Richibucto, N.B.
107,638	Nellie	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thomas H. Wornop, Atlin, B.C.
107,607	Nellie	Weymouth	Schr—Glt	1901	Meteghan River, N.S.	68 0	21 0	8 2	59	L. F. Barkhouse and E. C. Bowers, Westport, N.S.
90,892	Nellie	Yarmouth	"	1889	Tusket Wedge, N.S.	68 9	20 1	7 3	59	N. J. B. Tooker, <i>et al.</i> , Yarmouth, N.S.
112,288	Nellie D.	Digby	"	1903	Mavillette, N.S.	53 8	19 0	7 7	32	Connors Bros., Ltd., Blacks Harbour, N.B.
85,665	Nellie D	Halifax	"	1881	Lunenburg, N.S.	36 2	12 7	5 7	12	Andrew Mason, Pope's Harbour, N.S.
111,782	Nellie G. Thurston	Victoria	"	1883	Gloucester, Mass., U.S.A.	79 0	22 6	8 5	81	E. J. Feder, New Westminster, B.C.

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72,977	Nellie H. Haun .....	Barrington .....	Schr—Gltj .....	1873	U.S.A. ....	49 5	14 7	6 3	26	Francis A. Brannen, Barrington, N.S.
71,174	Nellie Hunter .....	Kingston. ....	" .....	1874	Dog Lake, Ont. ....	101 0	25 0	9 7	172	Jos. Darian, Lanoraie, Que.
103,400	Nellie J. King .....	Shelburne .....	" .....	1900	Shelburne, N.S. ....	90 0	23 3	9 2	99	George H. King, Sand Point, N.S.
107,920	Nellie L. ....	St. Andrews .....	Sloop .....	1900	West Isles, N.B. ....	36 4	14 0	6 6	17	Austin Levy, Grand Manan, N.B.
116,299	Nellie M. Snow .....	Charlottetown .....	Schr—Glt .....	1871	Booth Bay, Me., U.S.A.	77 0	22 2	7 4	75	Jacob W. Duggan, Boston, Mass., U.S.A.
85,060	Nellie Morrow .....	Gaspé .....	" .....	1882	Sable River, N.S. ....	80 0	22 5	8 9	88	Thomas Smith, Ottawa, Ont.
121,811	Nellie Myrtle .....	Digby .....	" .....	1905	Parker's Cove, N.S. ....	29 0	10 5	5 8	11	Alfred Toner, Mispec, N.H.
92,085	Nellie Reid .....	Pictou, N.S. ....	" .....	1891	Brulé, N.S. ....	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters .....	St. John, N.B. ....	" .....	1887	Canning, N.S. ....	79 5	26 5	7 0	96	John N. Smith, Coverdale, N.B.
103,559	Nelson .....	Montreal .....	Sloop .....	1896	St. Thomas de Pierre- ville, Que. ....	93 4	23 0	6 2	79	Zoel Yergeau, Pierreville, Que.
111,876	Nelson A. ....	Yarmouth .....	Schr—Glt .....	1902	Shelburne, N.S. ....	75 0	22 0	5 9	72	H. A. Amiro, Pubnico, N.S.
88,484	Nelson River .....	Winnipeg .....	Barge—Chd .....	1882	Winnipeg, Man. ....	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd. Winnipeg, Man.
117,182	Nema D. ....	Barrington .....	Sloop .....	1904	Port La Tour, N.S. ....	33 0	11 0	6 0	10	J. C. Brannen, M.O., Port La Tour, N.S.
122,457	Nema & Mellie .....	Yarmouth .....	" .....	1907	Cape Negro, N.S. ....	30 0	11 0	6 0	11	Sanford Slate, M.O., Cape Negro, N.S.

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85,336	Neptune	Magdalen Islands	Schr—Glt	1889	Anherst, M.I., Que.	54 6	16 9	7 4	34	Alexander G. McLeod, Point Ste. Anne, N.S.
37,470	Neptune	Liverpool	"	1839	Lauenburg, N.S.	48 0	15 9	7 0	27	P. D. Cohoon, East Port Medway, N.S.
103,294	Neptune	New Westminster	Barge—Chd	1894	Kootenay Lake, B.C.	58 0	15 5	3 7	21	R. Yuill, Kaslo, B.C.
80,843	Nettie B. H.	Halifax	"	1880	Clam Harbour, N.S.	42 5	15 5	6 3	23	Albert E. Edwards, M.O., Dartmouth, N.S.
116,232	Nettie M.	Digby	Sloop	1903	Clarke's Harbour, N.S.	32 5	12 0	6 0	12	Israel H. Hersey and Joseph H. Hersey, Centreville, N.S.
94,667	Nettie M. G.	Halifax	Schr—Glt	1889	Mahone Bay, N.S.	48 4	17 7	7 3	32	M. Lynch, sen., Ferguson's Cove, N.S.
69,145	Neva	"	"	1875	Pomquet, N.S.	97 5	27 9	10 4	167	W.W. Clarke, M.O., Bear River, N.S.
103,539	Neva	"	"	1882	Pennant, N.S.	33 5	11 0	5 5	11	H. D. Maryatt, Sambro, N.S.
	Neva	Montreal	Barge—Chd	1869	Sorel, Que.	91 5	18 9	5 1	92	T. Owens, Stonefield, Que.
116,532	Nevis	Maitland	Schr—Glt	1903	Noel, N.S.	92 4	25 8	8 6	124	Charles N. Hines, Noel, N.S.
85,703	New Dominion	Wallaceburg	"	1898	Port Rowan, Ont.	117 5	25 3	9 2	196	Geo. H. Morden, Oakville, Ont.
107,968	New Era	Liverpool	"	1900	Mahone Bay, N.S.	95 2	25 7	10 2	116	Charles V. Mackintosh, Liverpool, N.S.
100,895	New Home	Weymouth	"	1896	Church Point, N.S.	48 0	17 2	6 9	31	Arthur Doucette, et al., Mavillette, N.S.
112,006	New Ontario	Port Arthur	Pile-driver	1898	Duluth, Minn., U.S.A.	50 0	20 0	2 8	17	James Whelan, Port Arthur, Ont.
94,833	Neva Boy	Port Medway	Schr—Glt	1877	Vinal Haven, U.S.A.	36 5	12 8	5 5	61	Calvin A. Bowlby, Port Medway, N.S.
90,568	Newaboy	Toronto	"	1885	Bronté, Ont.	67 5	18 9	4 5	40	Lemuel Dorland, Bronté, Ont.
90,861	Nicanor	Lunenburg	Barge—Chd	1886	Mahone Bay, N.S.	140 3	31 0	17 0	333	Dominion Coal Co., Ltd., Sydney, N.S.
122,006	Nicola	"	Schr—Glt	1906	Lunenburg, N.S.	99 8	25 7	10 2	99	Eleanor Zinck, M.O., Lunenburg, N.S.
103,864	Nifti	Halifax	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	John M. Geldert, Halifax, N.S.
89,832	Nile	Dorchester	Bgtm—Bkgit	1857	Maryland, U.S.A.	96 6	24 6	8 2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
122,311	Nile	Lunenburg	Schr—Glt	1907	La Have, N.S.	57 8	17 0	7 4	38	John S. Wolfe, M.O., West Dublin, N.S.
107,322	Nim	Halifax	Sloop	1897	Mahone Bay, N.S.	28 8	7 5	4 2	3	Edward C. Bethune, Halifax, N.S.
80,841	Nina	"	"	1880	Owl's Head, N.S.	34 8	13 2	5 4	13	Jos. E. Parker, Owl's Head, N.S.
112,104	Nina	Lunenburg	"	1903	Lunenburg, N.S.	42 0	11 6	5 1	10	Wm. Fraser, La Have, N.S.
94,830	Nina Blanche	Weymouth	"	1893	Belliveau's Cove, N.S.	50 0	17 2	7 0	31	J. A. Crocker, jr., Freeport, N.S.

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Official Number. Numéro officiel	Name of Ship. Nom du navire	Port of Registry Port d'enregistrement	Rig. Grément.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
121,726	IX.	Vancouver.	Scow—Chd.	1896	Vancouver, B.C.	90 2	30 3	7 7	104	The Union SS. Co., of British Columbia, Ltd., Vancouver, B.C.
	Nine (9)	Montreal.	Barge—Chd.	1871	Pierreville, Que.	93 5	19 2	5 5	100	N. Vigneau, Montreal, Que.
103,387	Ninety-six.	Winnipeg.	"	1896	Keewatin, Ont.	52 0	13 5	6 3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323	Nita	Port Hawkesbury	Schr—Glt.	1899	Port Mulgrave, N.S.	48 0	14 6	6 6	22	R. J. McDonald, Port Hastings, N.S.
107,628	Nith	New Westminster.	Barge—Chd.	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
112,090	Noble H.	Lunenburg	Schr—Glt.	1902	Mahone Bay, N.S.	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogey	Lindsay.	Barge—Chd.	1898	Bobcaygeon, Ont.	69 7	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.
74,330	Nokomis.	Yarmouth.	Schr—Glt.	1877	Tusket Wedge, N.S.	71 7	20 4	8 3	63	N. Smith, Halifax, N.S.
103,861	Nomad.	Halifax.	Cutter.	1898	Dartmouth, N.S.	30 2	7 8	4 5	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil	Lunenburg.	Schr—Glt.	1898	Lunenburg, N.S.	73 6	23 0	8 9	88	Augustus Vincent, Bay St. George, Nfld.
116,650	Nora.	Yarmouth.	Sloop.	1904	Cape St. Mary's, N.S.	37 0	11 3	4 6	11	Stephen A. Doucette, M.O., Cape St. Mary's, N.S.
90,687	Nora Wiggins	"	Bktn—Bkgt.	1887	Jordan River, N.S.	143 0	33 0	13 1	470	The Barkentine Nora Wiggins Co., Ltd., Yarmouth, N.S.
71,097	Norah.	Belleville.	Sloop.	1890	Trenton, Ont.	52 0	15 0	5 0	30	R. C. Smith, Port Hope, Ont.
	Nore.	Montreal.	Barge—Chd.	1866	Sorel, Que.	91 9	18 9	6 1	95	F. LaRivière, Plantagenet, Ont.





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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Grément.	Built—Construct en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
103,845 No. 1.	Ottawa.	Ottawa.	Barge—Chd.	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,520 No. 1.	Parraboro'	Parraboro'	Schr—Glt.	1893	St. John, N.B.	147 4	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
121,931 No. 2.	Halifax	Halifax	Barge—Chd.	1905	Dartmouth, N.S.	70 5	26 3	5 7	164	Henry Beazley, M.O., Halifax, N.S.
80,687 No. 2.	Montreal	Montreal	"	1873	Pierreville, Que.	92 0	23 3	6 0	80	D. Lesperance, St. Aimé, Que.
121,788 No. 2.	Ottawa.	Ottawa.	"	1906	Hull, Que.	55 4	18 5	4 8	40	L. E. Dufresne, et al., J.O., Three Rivers, Que.
80,679 No. 2.	Montreal	Montreal	Barge—Chd.	1881	Sorel, Que.	108 0	22 6	7 0	155	Sinconnes McNaughton Line, Ltd., Montreal, Que.
..... No. 2.	"	"	"	1858	Montreal, Que.	90 6	18 6	5 8	78	J. R. St. Amour, Montreal Que.
103,637 No. 2.	Ottawa.	Ottawa.	Scow—Chd.	1889	Mattawa, Ont.	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
107,616 No. 2.	"	"	Barge—Chd.	1893	Ostoboning Lake, Que.	49 4	12 6	4 0	31	H. F. McLachlin and Claude McLachlin, Amprior, Ont.
103,638 No. 2.	"	"	"	1895	Ostoboning, Que.	40 5	14 0	3 0	24	Peter Whelen, Ottawa, Ont.
103,846 No. 2.	"	"	"	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,521 No. 2.	Parraboro'	Parraboro'	Schr—Glt.	1893	Black River, N.B.	146 2	35 3	10 0	433	Cumberland Railway & Coal Co., Montreal, Que.
103,638 No. 3.	Ottawa.	Ottawa.	Scow—Chd.	1888	Mattawa, Ont.	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal, Que.
100,523 No. 3.	Parraboro'	Parraboro'	Schr—Glt.	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.

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103,039	No. 4.	Ottawa.....	Saw—Chd.....	1888 Mattawa, Ont.....	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Montreal, Que.
100,526	No. 4.	Parrsboro'.....	Schr—Glt.....	1893 St. Martin's, N.B.....	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
122,227	No. 5.	Montreal.....	Dredge—Drague.....	1904 Toronto, Ont.....	90 2	30 0	7 2	271	Randolph Macdonald, Toronto, Ont.
107,387	No. 5.	Ottawa.....	Barge—Chd.....	1898 Hull, Que.....	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
100,525	No. 5.	Parrsboro'.....	Schr—Glt.....	1893 Black River, N.B.....	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
122,228	No. 6.	Montreal.....	Dredge—Drague.....	1902 Coteau du Lac, Que.....	71 1	30 1	4 9	171	Randolph Macdonald, Toronto, Ont.
112,827	No. 6.	Parrsboro'.....	Schr—Glt.....	1903 Parrsboro', N.S.....	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
116,324	No. 7.	".....	".....	1903 Parrsboro', N.S.....	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
.....	No. 24.	Montreal.....	Barge—Chd.....	1892 Sorel, Que.....	94 5	19 0	6 9	116	Sinclair McNaughton Line, Ltd., Montreal, Que.
107,383	No. 31.	Ottawa.....	Scow—Chd.....	1898 Hull, Que.....	40 9	16 0	3 6	17	E. G. Laverdure, Ottawa, Ont.
107,384	No. 33.	".....	".....	1898 ".....	40 9	16 0	3 6	17	".....
.....	No. 38.	Montreal.....	Barge—Chd.....	1870 Sorel, Que.....	91 1	18 8	6 0	90	Louis Gareau, Lachine, Que.
117,171	No. 41.	Windsor, Ont.....	Scow—Chd.....	1891 Saginaw, Mich., U.S.A.....	112 5	25 5	8 6	247	A. F. Bowman, et al., J.O., Southampton, Ont.
117,172	No. 42.	".....	".....	1891 ".....	112 5	25 3	8 6	245	".....
107,283	No. 1 Calumet.....	Ottawa.....	Barge—Chd.....	1898 Aylmer, Que.....	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,264	No. 2 Calumet.....	Ottawa.....	Barge—Chd.....	1898 Aylmer, Que.....	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,617	No. 5 Deep River.....	".....	".....	1899 Pembroke, Ont.....	52 3	13 2	3 0	28	".....
107,618	No. 6 Deep River.....	".....	".....	1899 ".....	52 3	13 2	3 0	28	".....
107,261	No. 1 Quyon.....	".....	".....	1898 Quyon, Que.....	51 5	12 2	3 0	32	".....
107,262	No. 2 Quyon.....	".....	".....	1898 ".....	51 5	12 2	3 0	32	".....
122,136	Nyctia.....	Yarmouth.....	Sloop.....	1905 Shag Harbour, N.S.....	30 0	11 0	6 0	10	Edgar Adams, Shag Harbour, N.S.
59,367	Nymph.....	St. Andrews.....	Schr—Glt.....	1875 Grand Manan, N.B.....	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.
96,770	O. L. B.....	Port Hawkesbury.....	Schr—Glt.....	1893 Cheticamp, N.S.....	37 1	11 7	5 0	12	G. Boudrot, Cheticamp, N.S.

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116,802	O. P.	Sorel	Sloop	1904	Sorel, Que.	103 1	23 3	6 4	118	François Dussault, St. Jean Des-chailions, Que.
77,571	O. E. Owens	Montreal	Barge—Chd	1877	Hull, Que	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonefield, Que.
94,779	O. P. Silver	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 6	70	Edward LeBlanc, West Arichat, N.S.
54,139	Ocean Belle	Halifax	"	1866	Chezetcook, N.S.	41 8	14 7	6 1	20	E. McCallum, Bryon Island, M.I., Que.
85,632	Ocean Belle	Victoria	Schr—Glt	1883	Lunenburg, N.S.	74 4	22 5	9 2	87	Victoria Sealing Co., Ltd., Victoria, B.C.
121,659	Ocean Belle	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	B. J. Newell, Cape Island, N.S.
75,427	Ocean Bird	Annapolis Royal	Schr—Glt	1878	Granville, N.S.	60 3	19 1	7 0	44	F. E. Atchison and L. H. Ray, Mar-garetsville, N.S.
37,573	Ocean Bride	Gaspe	"	1856	LaHave, N.S.	38 9	14 3	5 9	21	John Giasson, Natasquan, Que.
64,018	Ocean Bride	Halifax	"	1872	Little River, N.S.	47 4	16 4	6 3	23	Henry Richard, Arichat, N.S.
83,396	Ocean Child	"	"	1879	Chezetcook, N.S.	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.
75,602	Ocean Lily	Digby	"	1877	Clare, N.S.	29 4	15 4	5 6	17	Albert Morrell, et al., Westport, N.S.
103,485	Ocean Rover	Victoria	Schr—Glt	1896	Cordova Bay, B.C.	67 7	19 9	9 2	55	Victoria Sealing Co., Ltd., Victoria, B.C.
122,104	Ocean Spray	Yarmouth	Sloop	1906	Cape Island, N.S.	30 0	11 5	6 0	11	Charles E. Atkinson, Cape Island, N.S.
116,502	Oceanic	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	95 5	25 5	10 0	99	Reuben Ritecy, M.O., LaHave, N.S.

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103,568	Octavie.....	Montreal	Barge—Chd.....	1896 Notre Dame de Pierre-ville, Que.	108 0	22 8	8 8	108	Ubald Lafreniere, Pierreville, Que.
* 78,004	Ogema.....	Winnipeg	Barge—Chd.....	1885 Selkirk, Man.	83 6	15 9	5 4	44	Wm. Robinson, Winnipeg, Man.
80,663	Oka.....	Montreal	"	1881 Sorel, Que.	98 0	22 6	8 9	141	O. Gatineau, Contrecoeur, Que.
103,029	Olga.....	Parraboro'	Schr—Glt.....	1896 Port Greville, N.S.	85 4	25 0	6 0	79	Wm. McGrath, Parraboro', N.S.
94,837	Olga.....	St. Andrews	"	1889 West Isles, N.B.	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
122,451	Olga, A.....	Yarmouth	Sloop.....	1906 Shelburne, N.S.	30 0	10 6	6 0	10	Robert Lowe, Cape Island, N.S.
122,055	Olive.....	Chatham, N.B.	Schr—Glt.....	1907 Shippegan Island, N.B.	37 4	13 0	5 6	14	Amedee Dague (son of Lange) Shippegan Island, N.B.
107,368	Olive A.....	Sydney	"	1899 Seatarie, N.S.	42 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S.
122,044	Olive C.....	St. Andrews	Sloop.....	1906 Seeleys Cove, N.B.	41 3	16 0	7 0	26	Thomas Carter, Seeleys Cove, N.B.
+ 116,524	Olive Evans.....	Lunenburg	Schr—Glt.....	1905 Mahone Bay, N.S.	74 8	23 2	8 8	78	Wm. P. Evans, Grand Bank, Nfld.
61,630	Olive J.....	Halifax	"	1881 Coddle's Harbour, N.S.	62 3	20 3	8 4	57	Jamea Malcolm, Port Malcolm, N.S.
112,378	Olive S.....	Arichat	"	1902 Arichat, N.S.	34 0	12 4	6 0	17	Milton Sangster, New Harbour, N.S.
92,384	Oliver Mowatt.....	Bowmanville	"	1873 Kingston, Ont.	116 0	23 8	9 8	170	John McClennan, et al., Bowmanville, Ont.
85,999	Olivia.....	Digby	"	1882 Cambridge, N.B.	79 0	26 8	8 1	93	Stilman Henshaw, Waldeck West, N.S.
85,428	Olivia Abbey.....	St. Catharines	Scow—Chd.....	1884 Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merriton, Ont.
74,398	Olympia.....	Toronto	Schr—Glt.....	1879 Bronté, Ont.	57 0	15 5	3 6	23	Wm. R. Crosby, et al., Port Credit, Ont.
97,061	Omega.....	Charlottetown	"	1891 Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Geo. Irving, Rexton, N.B.
100,743	Omega.....	Windsor, N.S.	"	1896 Cheverie, N.S.	112 0	30 1	10 4	199	E. A. H. Haggart, Kingston, Jamaica, B.W.I.
107,196	Omega.....	Winnipeg	Barge—Chd.....	1897 Kenora, Ont.	40 0	10 2	3 9	10	C. E. Neads, Kenora, Ont.
80,913	Onandaga.....	Prescott	"	1870 Garden Island, Ont.	135 0	26 5	12 0	320	Canadian Towing & Transportation Co., Ltd., Montreal, Que.
103,381	One.....	Winnipeg	"	1895 Kenora, Ont.	56 5	14 3	6 3	17	Rainy River Navigation Co., Ltd., Kenora, Ont.
One (1).....	One (1).....	Montreal	"	1857 Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
One (1) Picreville.....	One (1) Picreville.....	"	"	1870 Pierreville, Que.	94 7	18 8	6 1	106	P. Laplante, Lachine, Que.
61,916	Only Son.....	Liverpool	Schr—Glt.....	1871 East Port Medway, N.S.	39 0	14 5	6 0	16	Wilbert Young, et al., Mill Cove, N.S.
94,732	Only Son.....	Windsor, N.S.	"	1889, sle Haute, N.S.	33 6	12 4	5 0	13	J. Gordon, Margaretsville, N.S.

\* Formerly a steamer. + Formerly 'Mahone Packet.'

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77,775	Ontario.....	Goderich.....	Schr—Glt.....	1867	Goderich, Ont.....	105 0	23 0	9 5	150	Francis Granville, Southampton, Ont.
.....	Ontario.....	Kingston.....	".....	1868	Dog Lake, Ont.....	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.
70,291	Ontario.....	Montreal.....	Barge—Chd.....	1874	Lancaster, Ont..	126 8	27 0	9 8	228	P. Lepante, Lachine, Que.
72,130	Ontario.....	Windsor, N.S..	Bk—Bq.....	1876	Hantsport, N.S.....	160 7	35 3	20 1	825	D. Munro, M.O., Windsor, N.S.
71,397	Onward.....	Parrboro'.....	Schr—Glt.....	1878	Parrboro', N.S.....	40 4	14 9	5 9	16	Edwin Lake, Cheverie, N.S.
103,258	Onward.....	St. John, N.B.....	".....	1895	Waterborough, N.B.....	77 5	27 0	7 0	92	C. W. Robinson, Moncton, N.B.
97,021	Onward.....	Yarmouth.....	".....	1884	Smith's Cove, N.S.....	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.
86,553	Onyx.....	Liverpool.....	".....	1884	Tusket, N.S.....	93 2	24 4	9 8	99	J. A. Gillis, M.O., Halifax, N.S.
122,062	Opal.....	Chatham, N.B.....	".....	1904	Shippegan Island, N.B.....	35 0	12 4	4 4	10	Pierre Chiasson, Shippegan Island, N.B.
111,690	Ophelia.....	Shelburne.....	".....	1902	Shelburne, N.S.....	103 0	24 8	9 0	136	Andrew King, Halifax, N.S.
.....	Ora.....	Montreal.....	Barge—Chd.....	1860	Montreal, Que.....	95 0	19 0	6 0	95	Antoine Bertrand, Vaudreuil, Que.
121,658	Ora Nickerson.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	35 0	11 2	6 0	12	Wm. H. Nickerson, Tusket Wedge, N.S.
100,245	Oracle.....	Halifax.....	Schr—Glt.....	1894	Sambro, N.S.....	41 2	13 8	5 9	18	Stannage Publicover, West Dublin, N.S.
103,728	Orca.....	Parrboro'.....	".....	1897	Port Greville, N.S.....	66 3	21 2	6 0	53	Henry Hatfield, Port Greville, N.S.

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116,509	Oreda	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	44 4	13 6	7 0	16	Henry Selig, M.O., Vogler's Cove, N.S.
112,106	Oregon	"	"	1903	"	94 6	25 0	10 0	99	Austin Creaser, La Have, N.S.
85,562	Oressa	Halifax	"	1883	Port Saxon, N.S.	40 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.
103,194	Oressa	Liverpool	"	1894	Port Mouton, N.S.	32 0	12 1	5 3	10	J. P. Smith, <i>et al.</i> , East Port Medway, N.S.
112,120	Oressa Belle	Lunenburg	"	1903	Lunenburg, N.S.	89 6	25 0	9 5	95	Peter B. Zwicker, Mahone Bay, N.S.
85,303	Orient	Montreal	Barge—Chd	1883	Montreal, Que.	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
103,176	Orient	Shelburne	Schr—Glt	1890	Vogler's Cove, N.S.	30 8	11 1	5 2	10	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis Royal	"	1870	Clements, N.S.	45 0	15 5	5 3	23	Henry R. Weaver, Digby, N.S.
83,422	Orinoco	Digby	"	1882	Gilbert Cove, N.S.	75 6	23 0	9 4	99	Alfred Morrell, Digby, N.S.
121,893	Orinoco	Shelburne	"	1906	Lockeport, N.S.	32 5	12 7	6 1	15	James B. Benham, M.O., Lockeport, N.S.
103,004	Oriole	Chatham, N.B.	"	1890	Shippegan, N.B.	34 0	12 2	4 4	11	T. Ahier, Shippegan, N.B.
96,977	Oriole	Halifax	"	1892	Lockeport, N.S.	56 0	19 6	7 6	43	J. F. Rood, Halifax, N.S.
88,427	Oriole	St. John, N.B.	"	1884	St. John, N.B.	89 0	26 7	7 9	124	Christopher Splane, <i>et al.</i> , St. John, N.B.
92,435	Oriole	Toronto	"	1886	Toronto, Ont.	85 7	20 4	8 5	50	George Gooderham, Toronto, Ont.
80,970	Orion	Halifax	"	1881	Gabarouse, N.S.	43 6	15 2	5 8	24	Joseph Pelrine, Sr., Larry River, N.S.
112,311	Oronhyatekha	St. Andrews	"	1902	Back Bay, N.B.	38 2	15 0	6 2	21	Miss Blanche McGee, Back Bay, N.B.
83,280	Osberga	Maitland	Blk—Bq	1884	Maitland, N.S.	195 0	37 6	22 5	1116	Adams McDougall, Truro, N.S.
90,439	Oscar F.	Barrington	Schr—Glt	1902	Bear Point, N.S.	43 5	13 5	3 7	48	David E. Loomer, Tiverton, N.S.
97,156	Oscar and Hattie	Victoria	"	1884	ssex, Mass, U.S.A.	79 2	22 3	8 6	81	Victoria Sealing Co., Ltd., Victoria, B.C.
92,550	Oscar	Montreal	Barge—Chd	1888	Valleyfield, Que.	96 4	18 8	8 6	122	Hiram Easton, Merrickville, Ont.
88,249	Osirus	Deeronto	"	1892	Deeronto, Ont.	109 5	26 5	6 1	106	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
112,285	Ospray	Digby	Schr—Glt	1902	Port Maitland, N.S.	32 6	10 6	6 0	16	W. H. Adams, Port Maitland, N.S.
103,005	Osprey	Chatham, N.B.	"	1889	Shippegan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.
103,349	Osprey	Montreal	Sloop	1888	Toronto, Ont.	22 4	7 6	1 8	2	C. L. Shorey, Montreal, Que.
116,645	Osprey	Ottawa	Schr—ilt	1896	Shelburne, N.S.	110 0	24 6	10 3	125	Minister of Marine and Fisheries, Ottawa, Ont.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Rig. Gréement.	Built—Constructé en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
103,336	Oswego	Deseronto	Barge—Chd.	1903	Oswego, N.Y., U.S.A.	79 9	27 1	7 6	130	The Rathbun Co., Deseronto, Ont.
103,268	Otis Miller	Dorchester	Schr—Glt	1896	Waterborough, N.B.	76 0	17 6	5 0	98	F. C. Palmer, M.O., Dorchester, N.B.
111,862	Otonabee	Peterboro'	Barge—Chd	1904	Peterboro', Ont.	76 5	26 2	6 6	55	Henry Calcutt, Peterboro', Ont.
107,736	Ottawa	Kingston	Dredge—Draque	1889	Cornwall, Ont.	36 4	11 5	3 3	130	H. W. Pendergast, Montreal, Qte.
103,375	Otter	Winnipeg	Schr—Glt	1891	Fort Alexander, Man.	71 3	23 5	9 2	10	Robert Henderson, Fort Alexander, Man.
94,964	Otto	Victoria	"	1889	Mahone Bay, N.S.	37 7	13 0	5 0	86	Victoria Sealing Co., Ltd., Victoria, B.C.
116,679	Ouida	St. Andrews	Sloop.	1896	West Isles, N.B.	49 8	18 5	7 2	17	Wm. Russell and Grovenor Cook, J.O., Grand Manan, N.B.
85,652	Our Hope	Charlottetown	Schr—Glt	1883	Chezetook, N.S.	61 6	17 0	6 0	36	Edward Dicks, Georgetown, P.E.I.
88,318	Our Maud	Quebec	"	1885	Little Mévis, Que.	91 3	18 9	5 1	30	Horace Duchêne, St. Irénée, Que.
.....	Ouse	Montreal	Barge—Chd	1899	Sorel, Que.	44 0	13 0	6 2	91	T. Owens, Stonefield, Que.
116,296	Outlook	Charlottetown	Schr—Glt	1903	Souris, P.E.I.	45 0	15 6	3 8	21	Hugh Jackson, Murray Harbour, P.E.I.
112,267	P. S. Co. I.	Vancouver	Scow—Chd.	1903	Vancouver, B.C.				22	Packers' Steamship Co., Ltd., Vancouver, B.C.



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Vancouver	Scow—Chd.	1903	Vancouver, B.C.	46 3	15 6	3 8	22	Packers' Steamship Co., Ltd., Vancouver, B.C.
112,258 P. S. Co. II.	"	1903	"	53 5	17 2	4 1	43	"
112,259 P. S. Co. III.	"	1903	"	49 7	16 2	4 2	27	"
116,421 P. S. Co. IV.	"	1903	"	51 0	18 2	4 2	33	"
116,422 P. S. Co. V.	"	1903	"	42 0	16 1	4 2	22	"
116,423 P. S. Co. VI.	"	1903	"	48 0	16 1	4 1	25	"
116,424 P. S. Co. VII.	"	1903	"	42 1	16 1	4 1	20	"
116,427 P. S. Co. VIII.	"	1903	"	55 0	18 1	4 1	52	"
116,428 P. S. Co. IX.	"	1903	"	50 0	16 0	4 0	29	"
116,429 P. S. Co. X.	"	1903	New Westminster, B.C.	50 0	16 0	4 0	29	"
116,430 P. S. Co. XI.	"	1903	"	50 0	16 0	4 0	29	"
116,431 P. S. Co. XII.	"	1903	"	50 0	16 0	4 0	29	"
116,432 P. S. Co. XIII.	"	1903	"	50 0	16 0	4 0	29	"
116,433 P. S. Co. XIV.	"	1903	"	50 0	16 0	4 0	29	"
116,434 P. S. Co. XV.	"	1903	"	56 0	17 0	4 1	35	"
116,435 P. S. Co. XVI.	"	1903	"	56 0	17 0	4 1	35	"
116,436 P. S. Co. XVII.	"	1903	"	60 0	18 0	4 2	42	"
116,437 P. S. Co. XVIII.	"	1903	"	60 0	18 0	4 2	42	"
116,461 P. S. Co. XIX.	Scow—Chd.	1902	Vancouver, B.C.	75 2	28 0	6 0	101	"
107,533 P. Co. No. 1.	Barge—Chd.	1898	New Westminster, B.C.	60 0	14 0	3 0	23	Jas. D. Burn, M.O., New Westminster, B.C.
107,534 P. Co. No. 2.	"	1898	"	60 0	14 0	3 0	23	"
111,813 P. No. 3.	Scow—Chd.	1899	Vancouver, B.C.	48 0	18 0	4 0	29	Robert D. Paterson, Vancouver, B.C.
100,901 P. T. S.	"	1892	Caraquet, N.B.	34 0	12 3	4 6	11	Jos. N. LeBouthillier, Caraquet, N.B.
111,573 P. B. Locke.	"	1888	Toledo, Ohio, U.S.A.	134 3	26 0	11 4	305	Michael J. Haney, Toronto, Ont.
61,979 P. C. Hill	Schr—Glt	1870	Jeddore, N.S.	45 0	15 6	6 2	26	Philip Young, Petpeswick, N.S.
88,284 P. Cormier	Barge—Chd	1884	St. Michel d'Yamaska, Que.	105 3	22 3	8 0	142	Mrs. Jeanne C. Cormier, Sorel, Que.

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66,060	P. Fortin.....	Quebec.....	Schr—Glt.....	1872	Ste. Anne des Monts, Que.	70 0	20 5	9 7	79	Wincelas Taché, St. Iréné, Que.
80,670	P. Girard.....	Ottawa.....	Barge—Chd.....	1881	Monte Bello, Que.	106 8	22 5	6 7	142	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
111,866	P. Whelan.....	".....	".....	1902	Hull, Que.	108 5	23 6	8 0	146	" " "
111,639	Pacific.....	Lunenburg.....	Schr—Glt.....	1901	Shelburne, N.S.	86 0	24 0	9 2	99	Norman Smith, La Have, N.S.
.....	Pacific.....	Montreal.....	Barge—Chd.....	1873	Yamaska, Que.	104 8	22 8	9 2	171	Louis Delisle, Valleyfield, Que.
100,515	Packet.....	Paraboro'.....	Schr—Glt.....	1892	Spencer's Island, N.S.	66 1	21 1	7 3	49	Geo. M. Reid, and Stilman Wilbur, Harvey, N.B.
107,930	Pactolus.....	New Westminster.....	Barge—Chd.....	1900	Yale, B.C.	80 0	42 0	7 0	670	Yale Dredging Co., Ltd., Glasgow, Scotland.
80,989	Paixham.....	St. Andrews.....	Schr—Glt.....	.....	Isle Haute, Me., U.S.A.	31 0	10 0	4 8	9	T. H. Smith, West Isles, N.B.
94,890	Palais Flottant.....	Montreal.....	Scow—Chd.....	1886	Sorel, Que.	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.
111,642	Palatia.....	Lunenburg.....	Schr—Glt.....	1901	Lunenburg, N.S.	89 6	24 0	9 7	95	Charles L. Silver, et al., Lunenburg, N.S.
100,237	Palma.....	Chatham, N.B.....	".....	1892	Shippegan, N.B.	36 9	13 3	4 0	14	Thos. Ahier, Shippegan, N.B.
111,716	Palma.....	Lunenburg.....	".....	1901	Lunenburg, N.S.	123 5	29 1	11 0	250	J. H. Shankle, et al., La Have, N.S.
111,725	Palmetto.....	Barrington.....	".....	1901	La Have, N.S.	89 0	24 6	9 5	98	Mrs. Liette Anderson, Clarke's Har- bour, N.S.
92,724	Paloma.....	Toronto.....	Barge—Chd.....	1885	Bobcaygeon, Ont.	99 0	22 7	5 6	122	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.

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100,246	Panchita.	Halifax	Schr—Glt	1866	San Felin, Spain.	97 5	25 6	13 9	252	The Dominion Coal Co., Ltd., Gloucester Bay, N.S.
100,486	Pandora.	Lunenburg	Schr—Glt	1892	Lunenburg, N.S.	66 5	20 8	8 1	53	Abram Cook, Lunenburg, N.S.
100,078	Pandora.	St. John, N.B.	"	1891	Greenwich, N.B.	83 6	27 0	7 3	98	John T. Martin, et al., Waterside, N.B.
100,241	Pansy.	Halifax	"	1894	Mahone Bay, N.S.	47 6	16 8	6 8	32	Wm. Kennedy, M.O., Bay of Islands, Nfld.
*72,316	Pansy.	St. John, N.B.	"	{ 1877 1899	{ Canning, N.B. Port Medway, N.S.	73 8	26 3	6 8	76	R. N. M. Robertson, St. John, N.B.
41,922	Paragon.	Liverpool.	"	1853	Port Medway, N.S.	56 5	17 2	6 9	35	Wm. Gosbee, Canso, N.S.
112,113	Parana.	Lunenburg	"	1903	La Have, N.S.	92 6	24 5	9 4	99	Daniel Lohnes, et al., La Have, N.S.
100,996	Parisian.	Chatham, N.B.	"	1889	Shippegan, N.B.	34 0	12 6	4 4	10	Jos. W. Boudreau, M.O., Elm Tree, N.B.
107,403	Parisien.	Montreal.	Sloop	1898	St. Thomas de Pierreville, Que.	85 6	19 9	5 0	65	Aline Gervais, St. Michel d'Yamaska, Que.
90,615	Parlee.	Moncton.	Schr—Glt	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	124	John Cullinan, M.O., St. John, N.B.
90,877	Partridge	Yarmouth	"	1887	Sluice Point, N.S.	64 5	19 6	7 5	47	Joseph Goitchees, Arichat, N.S.
.....	Passport.	Montreal.	Barge—Chd	1864	St. Bonaventure, Que.	96 4	22 6	5 7	74	F. Labelle, Sorel, Que.
107,533	Pastime.	St. John, N.B.	Sloop.	1897	St. John, N.B.	24 3	8 6	2 7	3	E. D. N. Sears, St. John, N.B.
100,776	Patrick	Chatham, N.B.	Schr—Glt	1890	Carquet, N.B.	36 0	12 2	5 0	11	P. Rive, Carquet, N.B.
100,187	Patriot.	Montreal.	Sloop	1891	Pierreville, Que.	93 4	22 2	5 5	90	Fredreck Lamirande, Wickham West, Que.
94,857	Patriot.	Port Hawkesbury.	Schr—Glt	1890	Advocate, N.S.	84 5	26 1	7 8	97	John Murphy, et al., Louisburg, N.S.
.....	Paul.	Montreal.	Barge—Chd	1873	Yamaska, Que.	102 8	21 5	6 6	97	J. B. St. Jean, Sorel, Que.
111,614	Paulette	Quebec.	Schr—Glt	1901	Bergeronnes, Que.	52 8	15 9	6 0	27	Chas. Dumais, Ile Verte, Que.
107,317	Pearl.	Halifax	"	1899	Wine Harbour, N.S.	48 8	15 5	6 7	30	Lewis Murphy, Pleasant Harbour, N.S.
100,231	Pearl.	"	"	1893	Mahone Bay, N.S.	43 5	13 2	5 4	17	James Kennedy, Louisburg, N.S.
112,125	Pearl.	Lunenburg	"	1903	La Have, N.S.	38 4	13 5	5 8	14	John A. McKenzie, Murray Harbour, N.S.
100,723	Pearl.	Montreal.	Catboat.	1887	Bristol, Que.	15 6	7 6	2 0	1	Wm. G. Ross, Montreal, Que.
96,755	Pearl.	St. John, N.B.	Schr—Glt	1889	Rexton, N.B.	62 6	22 6	6 1	55	Henry G. McDougall, St. George, N.B.
111,414	Pearl Eveline.	Lunenburg.	"	1900	Shelburne, N.S.	100 0	25 0	9 7	99	Nathaniel Smith, M.O., Halifax, N.S.
88,215	Peep O'Day	Halifax.	"	1878	Dover, N.S.	39 8	12 5	6 0	12	A. Publicover, Dover, N.S.

\* Formerly "Sultan."

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111,712	Peerless	Lunenburg	Schr—Glt	1901	Lunenburg, N.S.	90 6	24 8	9 5	69	M. P. Camacho, Georgetown, Dem- crata.
85,371	Peerless	Yarmouth	"	1882	Londonderry, N.S.	123 2	30 7	11 9	278	Mrs. A. H. Davis, Yarmouth, N.S.
103,778	Pelican	Chatham, N.B.	"	1897	Shippegan, N.B.	36 7	12 3	5 2	13	Wm. Fruing & Co., Ltd., Jersey.
103,994	Pelican	St. Andrews	Sloop	1896	Meteghan, N.S.	40 6	14 5	7 0	21	James A. Calder, Campo Bello, N.B.
116,980	Pelly	Victoria	Barge—Chd	1905	White Horse, Y.T.	106 0	34 3	5 5	169	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,747	Perfect	Halifax	Schr—Glt	1896	La Have, N.S.	64 3	20 8	7 8	54	Andrew King, Halifax, N.S.
92,518	Peril	St. Andrews	"	1888	Pennfield, N.B.	37 0	12 9	5 3	19	Martin Eldridge, Pennfield, N.B.
116,906	Perry C.	Parrsboro'	"	1906	Port Greenville, N.S.	134 5	32 1	10 8	287	F. G. Hawx, M.O., The Range, N.B.
61,410	Perseverance	Chatham, N.B.	"	1871	Shippegan, N.B.	39 1	12 9	5 1	14	Malcolm McPhail, Wellington, N.B.
116,745	Perseverance	Halifax	"	1905	Mahone Bay, N.S.	43 4	12 3	5 8	12	E. E. Shatford, Indian Harbour, N.S.
85,451	Perseverance	Quebec	"	1877	Ste. Croix, Que.	65 8	20 6	5 8	48	Hermenegilde Caron, Tadoussac, Que.
103,123	Perseverance	St. Andrews	"	1896	St. Patrick, N.B.	48 6	16 9	4 8	21	Samuel A. Akerly, Pennfield, N.B.
92,485	Persia	Windsor, N.S.	Bktn—Blight	1896	Hantsport, N.S.	155 7	35 9	17 0	578	T. C. Thomson, Mobile, Ala., U.S.A.
107,798	Pert.	St. John, N.B.	Sloop	1897	St. John, N.B.	25 2	8 0	3 1	4	G. D. Coyle, St. John, N.B.

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92,386	Peruvian.....	Klugston.....	Sloop.....	1888	Seely's Bay, Ont	97 0	18 0	4 5	54	Mathew Ryan, Smith's Falls, Ont.
122,022	Pescawha .....	Liverpool .....	Schr—Glt .....	1906	Liverpool, N.S.....	90 0	23 0	9 4	98	Joseph W. Peppett, North Sydney, N.S.
37,497	Petit Riviere.. ..	" .....	" .....	1857	Petite Rivière, N.S.....	59 8	18 5	7 5	40	N. Swain, Barrington, N.S.
121,889	Petite .....	Lunenburg.....	" .....	1906	Mahone Bay, N.S.....	65 6	20 4	7 8	61	John D. Sperry, M.O., Petite Riviere, N.S.
103,764	Petrel.....	Chatham, N.B.....	" .....	1896	Shippegan, N.B.....	36 0	12 0	4 8	12	T. Ahier, Shippegan, N.B.
100,213	Petrel.....	Halifax.....	Schr—Glt .....	1891	Dartmouth, N.S.....	72 4	17 9	10 5	50	John Hayes, Halifax, N.S.
59,327	Petrel.....	St. Andrews .....	" .....	.....	Tremont, Me., U.S.A.....	34 0	10 8	5 6	13	J. Wm. Holland, Lepreau, N.B.
92,588	Petrol .....	Gaspé.....	" .....	1894	Grand River, Que.....	36 6	12 0	5 2	13	J. W. Leblanc, Grand River, Que.
61,399	Phantom.....	Chatham, N.B.....	" .....	1871	Miramichi, N.B.....	47 6	14 2	5 7	17	John Read, Tidnish, N.S.
100,510	Phantom No. 2 .....	Victoria.....	Scow—Chd. ....	1891	Victoria, B.C.....	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.
100,870	Philip Kearney.....	Quebec.....	Barge—Chd .....	1881	Northumberland, N.Y., U.S.A.	94 8	12 4	8 2	119	Wm. Price, Quebec, Que.
71,645	Philippe.....	Montreal.....	Sloop.....	1873	Yamaska, Que.....	96 6	22 3	6 3	99	A. Turcotte, St. Edouard, Que.
103,248	Philippe .....	Montreal.....	Barge—Chd .....	1894	Sorel, Que.....	106 0	21 7	8 2	131	Sincennes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe .....	Ottawa.....	" .....	1881	" .....	108 0	22 0	7 2	154	M. Beaton, Cumberland, Ont.
116,804	Philippe .....	Sorel.....	" .....	1905	Sorel, Que.....	97 0	21 7	5 6	87	A. C. Trempe, Sorel, Que.
80,575	Philomen.....	Windsor, Ont.....	Schr—Glt .....	1882	Belle River, Ont.....	69 0	17 2	3 6	38	H. Perrault, Detroit, Mich., U.S.A.
55,931	Philomène .....	Quebec.....	Barge—Chd .....	1863	Grondines, Que.....	84 0	24 0	7 5	101	Germain Fougère, Champlain, Que.
69,580	Philomène.....	" .....	Schr—Glt .....	1873	Baie St. Paul, Que .....	51 0	15 0	7 1	28	H. Castonguay, L'Assomption de Macnider, Que.
111,924	Phin & Co. Scow No. 1 .....	Toronto .....	Scow—Chd. ....	1894	Detroit, Mich., U.S.A.....	77 5	20 0	6 2	81	Wm. E. Phin, Toronto, Ont.
111,925	Phin & Co. Scow No. 2 .....	Toronto .....	Scow—Chd. ....	1894	Detroit, Mich., U.S.A.....	77 0	20 0	6 2	90	Wm. E. Phin, Toronto, Ont.
111,926	Phin & Co. Scow No. 9 .....	" .....	" .....	1896	Buffalo, N.Y., " .....	80 0	18 0	9 0	115	" " "
75,445	Phenix.....	Gaspé.....	Schr—Glt .....	1880	Esquimaux Point, Que.....	45 5	17 1	6 9	28	Placide Vigneau, Esquimaux Point, Que.
85,620	Phenix.....	Parrsboro' .....	" .....	1883	Parrsboro', N.S.....	144 3	34 0	12 9	397	Geo. E. Bentley, Port Greville, N.S.
78,049	Pholine.....	Chatham, N.B.....	" .....	1889	Buctouche, N.B.....	49 0	15 2	6 5	26	Frank X. Legere, Shediac, N.B.
107,329	Picua.....	Halifax.....	Sloop.....	1890	East Boston, Mass., U.S.A.	34 8	11 0	5 2	9	Walter G. Jones, Halifax, N.S.

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LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built— Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
121,947	Pie X.....	Sorel.....	Sloop.....	1907	Yamaska, Que.....	109 1	23 3	7 8	130	Joseph Denault, Notre Dame de
74,201	Pierreville.....	Montreal.....	".....	1874	Pierreville, Que.....	103 0	22 7	7 5	126	Pierreville, Que.
103,663	Pike.....	Ottawa.....	Barge—Chd.....	1895	Kippewa, Que.....	53 8	13 2	4 2	17	A. Charland, St. Thomas de Pierre- ville, Que.
111,417	Pilgrim.....	Lunenburg.....	Schr—Glt.....	1900	La Have, N.S.....	96 0	24 2	9 7	99	Alex. Lumsden, Ottawa, Ont.
72,593	Pilot.....	Kingston.....	".....	1866	Wilson, N.Y., U.S.A.....	63 0	15 5	5 8	34	Thos. A. Wilson, Bridgewater, N.S.
92,484	Pilot.....	Windsor, N.S.....	Sloop.....	1878	Cornwallis, N.S.....	41 0	12 0	4 9	14	James Mahoney, Kingston, Ont.
92,506	Pioneer.....	Sydney.....	Schr—Glt.....	1887	Little Bras d'Or, N.S.....	36 0	11 6	5 2	9	Samuel Bigelow, Canning, N.S.
100,144	Piper.....	Winnipeg.....	Barge—Chd.....	1892	Port Frances, Ont.....	51 0	8 5	4 0	17	Fred. Richard, Little Bras d'Or, N.S.
35,687	Planet.....	Liverpool.....	Schr—Glt.....	1848	Port Medway, N.S.....	47 4	15 7	7 1	29	Edward W. Brydges, Kenora, Ont.
77,620	Pleasantville.....	".....	".....	1879	Pleasantville, N.S.....	80 0	23 8	9 4	98	H. R. Mitchell, Chester, N.S.
86,641	Pleroma.....	Lunenburg.....	".....	1883	Mahone Bay, N.S.....	81 5	24 4	9 3	95	Mrs. Elizabeth Hatt, Liverpool, N.S.
61,366	Plover.....	Chatham, N.B.....	".....	1873	Shippegan, N.B.....	53 8	15 5	6 4	30	The Halifax Fish Co., Ltd., Halifax, N.S.
80,801	Plymouth.....	Windsor, N.S.....	Bk—Bq.....	1879	Hantsport, N.S.....	188 0	46 0	23 3	1312	Philip Luce, Jersey.
66,747	Polar Star.....	Charlottetown.....	Schr—Glt.....	1875 1898	{ Hantsport, N.S. Brooklyn, N.S.	188 0 73 6	46 0 22 2	8 2	76	Daniel Munro, Windsor, N.S.
										Chas. Lyons, Charlottetown, P.E.I.

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88,437	Polar Star	Halifax	Schr—Glt	1884	Sherbrooke, N.S.	49 5	17 1	7 2	29	Jas. McConnell, Port Hilford, N.S.
107,315	Pollywog	Halifax	Sloop	1899	Dartmouth, N.S.	23 7	6 5	3 4	2	Frederick H. Waghorn, Halifax, N.S.
107,732	Pontiac	Kingston	Dredge—Drague	1890	Morrisburg, Ont.	82 7	26 0	6 8	135	W. J. Poupore, Montreal, Que.
103,437	Pontiac	Ottawa	Barge—Chd	1889	Buckingham, Que.	54 0	18 7	4 4	33	"
83,473	Porpoise	St. Andrews	Schr—Glt	1890	Lubec, Me., U.S.A.	52 7	17 8	6 0	32	Samuel A. Akerley, Pennfield, N.B.
83,289	Portsmouth	Kingston	Barge—Chd.	{ 1872 1882	{ Kingston, Ont Ottawa "	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
71,035	Precursor	Charlottetown	Schr—Glt	1876	Tusket, N.S.	62 0	20 0	7 0	46	Andrew Grant, Port Elgin, N.B.
100,738	Preference	Windsor, N.S.	"	1893	Canning, N.S.	126 0	30 0	10 7	243	G. L. Purdy, et al., St. John, N.B.
80,065	Prescott	St. John, N.B.	"	1881	Calais, Me., U.S.A.	75 0	25 1	6 8	73	The Nova Scotia Lumber Co., Ltd., Wolton, N.S.
85,416	Pride of America	St. Catharines	"	1893	St. Catharines, Ont.	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
92,571	Primrose	Halifax	"	1887	Chester, N.S.	37 8	13 8	6 2	14	Angus Gray, Pennant, N.S.
41,776	Primrose	Liverpool	Schr—Glt	1888	La Have, N.S.	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
90,873	Primrose	Yarmouth	"	1886	Maitland, N.S.	53 3	19 3	7 1	34	Ephraim Larkin, Shag Harbour, N.S.
75,714	Prince	"	"	1877	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Stephens, Freeport, N.S.
37,605	Prince Consort	Charlottetown	"	1887	Mahone Bay, N.S.	56 8	18 2	7 4	39	Robert McLaurin, Charlottetown, P.E.I.
92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I.	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
77,736	Princess	Digby	"	1879	Port Gilbert, N.S.	88 2	25 0	9 4	137	Jones Morehouse, et al., Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezzevick, N.S.	48 1	14 7	5 2	16	John Bellfontaine, Chezzevick, N.S.
70,293	Princess	Montreal	Barge—Chd	1874	Montreal, Que.	142 0	26 6	10 2	300	J. C. A. Turcotte, Sorel, Que.
78,044	Princess Louise	Chatham, N.B.	Schr—Glt	1879	Chatham, N.B.	49 0	16 2	6 3	21	R. R. Call, Newcastle, N.B.
116,935	Princess Victoria	Victoria	"	1905	Massett, B.C.	55 0	16 0	6 0	17	D. Stanley, Massett, B.C.
117,165	Princess of Avon	Windsor, N.S.	"	1907	Horton, N.S.	80 0	24 6	8 8	88	W. C. Balcom Co., Ltd., Horton, N.S.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S.	37 5	11 4	5 5	18	J. McKinsey, Canso, N.S.
111,509	Priscilla	St. John, N.B.	"	1900	Newcastle, N.B.	81 6	27 0	7 6	102	Alonso M. Granville, Waterborough, N.B.
93,265	Prize (The)	Annapolis Royal	"	1885	St. John, N.B.	32 0	10 0	4 4	7	J. B. Templeman, Hampton, N.B.

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42,437	Progress.....	Gaspé.....	Schr—Glt.....	1872	Esquimaux Point, Que.	60 8	20 9	8 0	52	Nat. Boudreau, Esquimaux Point, Que.
94,677	Progress.....	Halifax.....	".....	1889	Spry Bay, N.S.....	39 4	12 7	5 6	14	Robert Leslie, Halifax, N.S.
103,977	Progress.....	Quebec.....	".....	1896	St. Siméon, Que.....	64 4	21 0	7 4	56	A. Bellez, St. Siméon, Que.
107,347	Prosperare.....	Yarmouth.....	".....	1901	Port Greville, N.S.....	147 3	34 3	11 9	379	The Prosperare Shipping Co., Ltd., Yarmouth, N.S.
73,082	Protecteur.....	Montreal.....	Barge—Chd.....	1874	St. Marcel, Que.....	102 0	22 4	6 2	101	Moïse Robidoux, Yamaska, Que.
111,402	Protector.....	Lunenburg.....	Schr—Glt.....	1900	La Have, N.S.....	93 2	24 5	9 4	96	Thomas A. Wilson, Bridgewater, N.S.
96,732	Providence.....	Chatham, N.B.....	".....	1889	Shippigan, N.B.....	34 3	13 4	4 5	11	Wm. Fruing & Co., Ltd., Jersey.
96,740	Providence.....	".....	".....	1890	Caraget, N.B.....	38 5	12 4	5 0	13	T. H. Le Bouthillier, Caraget, N.B.
72,076	Providence.....	".....	".....	1874	Shippigan, N.B.....	36 4	12 1	4 5	12	T. Ahier, Shippigan, N.B.
116,974	Providence.....	".....	".....	1906	Caraget, N.B.....	40 4	13 8	5 8	18	M. Lantaigne, Caraget, N.B.
74,231	Providence.....	Montreal.....	Sloop.....	1872	St. François, Que.....	94 0	22 0	5 4	82	M. Laramie, St. Louis de Bonsecours, Que.
77,588	Providence.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	99 6	23 0	6 4	106	Joseph Laforet, Sorel, Que.
100,124	Providence....	".....	".....	1891	".....	106 1	22 9	7 8	138	J. B. Delormier, Montreal, Que.
69,592	Providence.....	Quebec.....	Schr—Glt.....	1873	Kanouraska, Que.....	61 6	18 5	6 0	45	Martial Saingelet, Les Escoumains, Que.



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85,461	Providence.	Quebec.	Schr—Glt.	1882	Gentilly, Que.	77 0	22 5	7 0	78	Jean Deslauriers, Quebec, Que.
163,976	Providence.	"	"	1896	St. Siméon, Que.	51 6	16 8	6 5	33	Félix Lavoie, Ances St. Jean, Que.
94,741	Prudent.	St. John, N.B.	"	1883	Portland, N.B.	93 9	26 6	7 6	117	C. B. Merriam, Parrsboro, N.S.
80,858	Psyche.	Halifax.	Sloop.	1876	Halifax, N.S.	25 0	7 8	4 0	4	Franklin S. West, Halifax, N.S.
123,266	Pump Scow No. 1.	Montreal.	Scow—Chd.	1906	Montreal, Que.	49 5	22 8	4 3	79	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,265	Pump Scow No. 2.	Montreal.	"	1906	"	49 8	22 8	4 3	73	"
103,993	Pythian Knight.	St. Andrews.	Sloop.	1897	Shelburne, N.S.	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.
*46,204	Quebec.	Montreal.	Barge—Chd.	1862	Quebec, Que.	90 0	24 5	9 0	133	Prosper Laplante, Lachine, Que.
111,663	Quebec.	"	Schr—Glt.	1901	Lévis, Que.	206 2	40 0	14 6	989	Montreal Transportation Co., Ltd., Montreal, Que.
	Queen.	"	"	1867	Rivière du Loup, Que.	103 0	21 6	7 2	149	J. B. Poirier, Lachine, Que.
108,476	Queen Charlotte.	Victoria.	Schr—Glt.	1895	Massett, B.C.	52 0	16 0	5 5	25	A. Brown (Indian), Massett, B.C.
103,474	Queen May.	"	"	1895	Victoria, B.C.	43 0	13 0	4 6	19	Chas. Paterson, Nanaimo, B.C.
100,067		St. John, N.B.	Schr—Glt.	1891	St. John, N.B.	94 4	26 2	7 5	123	H. H. Pickett, St. John, N.B.
88,504	Quick Step.	Sydney.	"	1883	Lingan, N.S.	40 0	13 0	5 9	15	James Wilkie, Arichat, N.S.
121,682	Quickstep.	Yarmouth.	Sloop.	1904	Clarke's Harbour, N.S.	32 0	10 6	6 0	10	C. Maxwell, Clarke's Harbour, N.S.
107,904	Quoddy Queen.	St. Andrews.	"	1899	Weymouth, N.S.	32 0	11 6	6 0	13	Harrington Guptill, Grand Manan, N.B.
107,564	R. P. S.	Parrsboro'.	Schr—Glt.	1899	Lower Economy, N.S.	70 8	23 0	8 0	74	L. H. Baird, Wolfville, N.S.
74,064	R. A. Smith.	Windsor, Ont.	Scow—Chd.	1877	River Thames, Ont.	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
121,881	R. G. Hervey.	Yarmouth.	Sloop.	1906	Cape Island, N.S.	35 0	11 8	6 0	13	Alexander Phillips, Cape Island, N.S.
94,847	R. H. Brown.	Windsor, Ont.	Schr—Glt.	1882	Marine City, Wisconsin, U.S.A.	63 0	17 2	6 2	51	John Cadarette, Belle River, Ont.
122,233	R. H. Milford.	Barrington.	Sloop.	1907	Clarke's Harbour, N.S.	33 0	11 7	5 6	23	Isiah S. Newell, Clarke's Harbour, N.S.

\* Formerly a steamer.

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122,020	R. L. Blackburn	Ottawa	Barge—Chd	1907	Hull, Que	123 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,649	R. M. Cox	Ottawa	Barge—Chd	1904	"	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,669	R. O. Byers	Montreal	"	1881	Monte Bello, Que.	106 9	22 5	6 8	143	Thomas Gauthier, Montreal, Que.
83,328	R. S. McKenzie	Ottawa	"	1881	Hull, Que	109 4	21 7	7 9	154	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
89,203	R. W. Smith	Lunenburg	Schr—Glt	1875	Lunenburg, N.S.	72 0	22 7	8 4	74	Fred. S. Moseley, Sydney, N.S.
100,474	R. Beatrice	Charlottetown	"	1892	Mahone Bay, N.S.	41 6	14 4	6 4	19	John Delaney, French River, P.E.I.
92,375	R. Carson	St. John, N.B.	"	1888	St. Martin's, N.B.	80 8	27 2	7 5	99	Robt. Carson, St. Martin's, N.B.
72,235	R. Knight	"	"	1875	Cambridge, N.B.	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, N.B.
83,772	R. Lepine	Montreal	Barge—Chd	1884	Monte Bello, Que.	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
83,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S.	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge—Chd	1887	Yamaska, Que.	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
122,294	Rachel	Prince Albert	Dredge Dredge	1905	Prince Albert, Sask.	108 0	23 0	4 5	145	International Gold Dredging Co., Ltd., Ottawa, Ont.
94,796	Raeburn	Richibucto	Schr—Glt	1893	Rexton, N.B.	76 4	22 3	8 9	74	Edward Chapman, Beach Point, P.E.I.
122,528	Rainbow	Vancouver	Schr—Glt	1906	Campbell Island, B. C.	51 6	16 2	6 2	41	Fredrick S. Carpenter, Campbell Is- land, B.C.

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116,936	Rainbow	Victoria	Barge—Chd	1905	Victoria, B.C.	70 0	28 3	3 4	54	The Western Transport Co., Ltd., Nanaimo, B.C.
90,563	Ralph	Lunenburg	Schr—Glt	1885	Petite Rivière, N.S.	60 8	19 7	7 7	51	J. M. Beaudreau, Cheticamp, N.S.
100,820	Ranger	Barrington	"	1895	Barrington, N.S.	36 0	11 6	4 2	11	Andrew Duncan, Clarke's Harbour, N.S.
100,979	Ranger	Chatham, N.B.	"	1898	Caracquet, N.B.	36 0	12 1	4 4	10	C. Robin, Collas & Co., Ltd., Jersey.
41,598	Ranger	Gaspé	"	1890	Sandy Beach, Que.	55 8	18 0	7 3	42	Joshua Gallant, Gaudique, N.B.
75,441	Ranger	"	"	1877	St. John's, Nfld.	41 8	12 3	5 3	14	Thos. Whittle, Anticosti, Que.
	Raoul	Montreal	Barge—Chd	1899	St. Francis, Que.	94 8	18 8	5 1	100	Wm. McCaffrey, Ottawa, Ont.
70,285	Rapid	Kingston	"	1874	Quebec, Que.	124 5	24 4	9 0	221	The Kingston & Montreal Forward- ing Co., Ltd., Kingston, Ont.
85,528	Rapid City	Toronto	Schr—Glt	1894	Bronté, Ont.	70 0	19 4	3 7	37	Chas. Goldring, Whitby, Ont.
103,287	Raven	Chatham, N.B.	"	1895	Shippigan, N.B.	35 0	12 3	4 8	11	T. Abier, Shippigan, N.B.
100,273	Ravola	Chatham, N.S.	"	1892	Salmon River, N.S.	88 4	28 0	8 9	123	J. Willard Smith, et al., St. John, N.B.
112,264	Raymond	Montreal	Sloop	1902	Yamaska, Que.	108 0	22 7	7 4	136	J. B. Charland, Pierreville, Que.
122,469	Raymond C.	Yarmouth	Sloop	1907	Cape Island, N.S.	33 0	11 0	6 0	11	Robert L. Newell, Cape Island, N.S.
103,900	Razle Dazzle	New Westminster	Barge—Chd	1893	Idaho, U.S.A.	56 9	14 0	2 8	18	W. S. Kane, Kaslo, B.C.
* 75,649	Recruit	Deseronto	Schr—Glt	{ 1890 } { 1901 }	St. Catharines, Ont.	144 0	25 2	10 6	207	M. J. Haney, Toronto, Ont.
72,960	Red Bird	St. Catharines	Scow—Chd	1870	Hamilton, Ont.	64 6	17 3	4 4	39	H. Minnes, Welland, Ont.
96,888	Red Island	Ottawa	Light-Ship			102 0	22 0	10 6	152	The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel	Chatham, N.B.	Schr—Glt	1893	Tracadie, N.B.	35 2	12 0	4 8	11	J. Young, Tracadie, N.B.
100,775	Redgauntlet	"	"	1890	Caracquet, N.B.	35 5	12 0	4 6	11	P. Rive, Caracquet, N.B.
88,324	Redoubtable	Quebec	"	1886	St. Alexis, Que.	64 0	20 4	8 3	67	A. W. Dolbel, Grand Grève, Que.
+ 111,705	Reform	Lunenburg	Schr—Glt	1897	Essex, Mass., U.S.A.	68 0	19 7	7 6	58	Fred. Zwicker, Mahone Bay, N.S.
" 85,423	Regina	Montreal	"	{ 1870 } { 1886 }	St. Catharines, Ont. Kingston, Ont.	171 0	25 7	11 3	411	Montreal Transportation Co., Ltd., Montreal, Que.
103,735	Regina	Parrsboro'	"	1898	Port Greville, N.S.	76 0	23 7	6 5	74	Samuel Macumber, Port Greville, N.S.
85,748	Regina	Quebec	"	1883	Sta. Anne des Monts, Que.	71 5	22 4	7 9	79	Pierre Trepannier, Château Richer, Que.
103,613	Regina	"	Sloop	1894	Bay St. Paul, Que.	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que.

\* Formerly "Maggie." + Formerly "Humboldt." || Formerly "Steamer Europe."

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122,484	Regina.....	Quebec.....	Schr—Glt.....	1907	St. Fulgence, Que.....	79 8	23 4	7 0	81	Joseph Sheehy, St. Anne de Chicoutimi, Que.
83,133	Regina B.....	Port Hawkesbury..	Schr—Glt.....	1887	Summerside, N.S.....	77 8	22 4	8 6	81	Isaiah Watts, Port Hood, N.S.
107,059	Reginald R.....	Barrington.....	Sloop.....	1903	Baccaro, N.S.....	43 0	14 8	5 1	16	Crisaie N. Worthen, Baccaro, N.S.
103,706	Regine.....	Yarmouth.....	".....	1896	Pubnico, N.S.....	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,569	Reindeer.....	Toronto.....	Schr—Glt.....	1886	Port Credit, Ont.....	44 5	13 4	3 6	14	Benjamin B. Lynd, Parkdale, Ont.
42,707	Reine Victoria.....	Quebec.....	".....	1859	Batiscan, Que.....	96 0	22 5	6 4	87	Omer Lafleur, Ste. Croix, Que.
92,539	Reine des Anges.....	Montreal.....	Sloop.....	1887	Yamaska, Que.....	77 8	22 3	5 7	91	E. Thérien, Ste. Aimé, Que.
77,599	Reine des Anges.....	Quebec.....	".....	1879	St. Marcel, Que.....	87 5	21 0	5 4	73	A. Hamel, Lotbinière, Que.
116,749	Reliance.....	Halifax.....	Schr—Glt.....	1905	Tancook, N.S.....	43 0	11 8	6 0	14	James Ruder, M.O., Boutillier's Cove, N.S.
122,128	Reliance.....	Halifax.....	Schr—Glt.....	1907	Dartmouth, N.S.....	45 0	12 8	5 9	18	Chas. Robertson, Heron Island, N.B.
116,337	Reliance.....	Ottawa.....	Barge—Chd.....	1903	Barry's Bay, Ont.....	40 4	11 2	3 0	65	Ontario Corundum Co., Ltd., Ottawa, Ont.
121,899	Reliance.....	Shelburne.....	Schr—Glt.....	1906	Shelburne, N.S.....	107 0	23 5	11 6	192	George A. Cox, M.O., Shelburne, N.S.
....	Relief.....	Montreal.....	Barge—Chd.....	1871	Sorel, Que.....	101 1	22 8	7 3	149	J. LaRivière, St. Aimé, Que.
72,985	Relief.....	Wallaceburg.....	Barge Chd.....	1875	Port Lambton, Ont.....	89 0	19 7	4 0	50	James O'Leary and Geo. W. Downs, Port Lambton, Ont.

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103,586	Remus.....	Chatham, N.B.....	Schr—Glt.....	1896	Shippigan, N.B.....	39 3	13 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna.....	Quebec.....	Barge—Ohd.....	1876	Ste. Anne de la Parade, Que.	77 7	23 7	6 6	75	Antoine Léveillé, Batiscan, Que.
107,806	Réna F. ....	St. John, N.B.....	Sloop.....	1898	Deer Island, N.B.....	38 0	18 5	5 0	12	Malvin Morse, Grand Manan, N.B.
107,785	Rene.....	Ottawa.....	Scow—Ohd.....	1895	Hull, Que.....	40 3	16 0	2 6	10	E. G. Laverdure, Ottawa, Ont.
107,653	Remown.....	Lunenburg.....	Schr—Glt.....	1899	Lunenburg, N.S.....	88 5	24 0	9 4	79	Paul Young, Bay of Islands, Newfoundland.
100,922	Replevin.....	Chatham, N.B.....	".....	1890	Caraquet, N.B.....	36 6	12 3	4 2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
85,588	Reporter.....	St. John, N.B.....	".....	1893	Wickham, N.B.....	86 0	26 2	7 8	122	R. D. Gilchrist, St. John, N.B.
77,787	Resene.....	Halifax.....	".....	1891	East Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.
83,132	Restless.....	Digby.....	Schr—Glt.....	1891	Vogler's Cove, N.S.....	47 6	16 1	6 5	25	J. Coggins, et al., Westport, N.S.
* 51,671	Restless.....	Montreal.....	".....	1899	Cleveland, Ohio, U.S.A.	73 0	20 0	8 5	73	C. H. Dodge, Belmont, Ont.
107,547	Reta & Rhoda.....	St. John, N.B.....	Sloop.....	1895	St. John, N.B.....	38 4	13 0	4 0	11	Isaac Newton, Grand Harbour, Grand Manan, N.B.
112,094	Reta S.....	Canso.....	Schr—Glt.....	1903	Queensport, N.S.....	36 6	12 4	6 2	13	William Schrider, Canso, N.S.
111,521	Retta E.....	Digby.....	".....	1895	Cape St. Marys, N.S.....	32 5	10 5	5 0	10	John A. Doucette, Cape St. Marys, N.S.
100,511	Rewa.....	Parraboro'.....	".....	1892	Port Greville, N.S.....	99 8	28 7	8 8	123	Wm. B. McLean, St. John, N.B.
61,406	Reward.....	Chatham, N.B.....	".....	1871	Shippigan, N.B.....	36 0	13 1	4 5	11	Joshua Alexander, M.O., Shippigan, N.B.
103,078	Reward.....	".....	".....	1894	".....	37 6	13 0	5 3	13	J. De Grace, Shippigan, N.B.
85,600	Rex.....	St. John, N.B.....	".....	1893	St. Martin's, N.B.....	66 4	22 5	6 8	58	James Hyslop, et al., Albert, N.B.
111,677	Reynard.....	Parraboro'.....	Bktn—Bkgt.....	1901	Parraboro', N.S.....	164 0	34 8	18 4	560	Samuel Reynard, et al., New York, N.Y., U.S.A.
103,209	Rhoda.....	Liverpool.....	Schr—Glt.....	1896	Liverpool, N.S.....	109 0	28 0	11 1	199	J. H. Harlow, et al., Milton, N.S.
107,907	Rhoda G... ..	St. Andrews.....	Sloop.....	1891	St. John, N.B.....	24 0	9 4	5 6	8	Hantford Small, Grand Manan, N.B.
92,320	Rialto.....	Shelburne.....	Schr—Glt.....	1898	Liverpool, N.S.....	60 0	20 0	7 5	46	James Boudreau, St. Peter's Canal, N.S.
37,172	Richard Simonds.....	St. John, N.B.....	Schr—Glt.....	1861	Portland, N.B.....	70 2	19 8	7 5	45	Jos. L. Cleveland, *Margaretville, N.S.
72,059	Richmond Queen.....	Halifax.....	".....	1877	Little River, N.S.....	35 4	16 7	15 3	37	Arsène Doucet, Grand Etang, N.S.
100,932	Rideau.....	Ottawa.....	Dredge—Drague.....	1899	Welland, Ont.....	70 8	25 4	4 4	137	The Minister of Railways and Canals, Ottawa, Ont.
100,588	Riley.....	Montreal.....	Barge—Ohd.....	1891	Yamaska, Que.....	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.

\* Foreign name "Dream."

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrites sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
122,466	Rilla May.....	Yarmouth.....	Sloop.....	1907	Cape Island, N.S.....	33 6	11 3	6 0	12	Levi J. Nickerson, Cape Island, N.S.
94,958	Ripley Ropes.....	Charlottetown.....	Schr—Glt.....	1859	Essex, Mass., U.S.A.....	67 4	20 0	6 9	53	Daniel Sutherland, Stanley Bridge, P.E.I.
75,763	Ripple.....	Arichat.....	".....	1877	Port Medway, N.S.....	39 4	15 2	5 3	17	Daniel McDonald, Port Richmond, N.S.
48,358	Ripple.....	Guyaboro'.....	".....	1864	Indian Harbour, N.S.....	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.
107,537	Ripple.....	St. John, N.B.....	".....	1898	Canning, N.B.....	56 9	21 3	5 7	41	A. E. Flower, Canning, N.B.
112,224	Ripple.....	".....	Sloop.....	1902	St. Martin's, N.B.....	36 0	15 4	5 3	13	Thos. Carson, St. John, N.B.
75,591	Rise & Co.....	St. Andrews.....	Schr—Glt.....	1877	Clare, N.S.....	43 0	14 9	5 1	16	W. O'Brien, Campo Bello, N.B.
75,575	Rising Dawn.....	Lunenburg.....	".....	1877	La Have, N.S.....	42 0	15 0	5 4	18	Lemuel Richardson, Indian Harbour, N.S.
96,806	Rising Sun.....	Halifax.....	".....	1891	Chezetcook, N.S.....	47 3	17 4	6 5	28	R. Christian, Prospect, N.S.
97,191	Rita.....	Chatham, N.B.....	".....	1890	Cararquet, N.B.....	35 4	12 3	5 0	12	The C. Robin, Collas Co., Ltd., Halli- fax, N.S.
103,344	Rita.....	Montreal.....	Sloop.....	1893	Lachine, Que.....	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.
59,462	Rival.....	Halifax.....	Schr—Glt.....	1870	La Have, N.S.....	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
88,223	River Belle.....	".....	".....	1881	Clyde River, N.S.....	32 5	12 3	5 5	11	John D. Christian, Upper Prospect, N.S.
111,470	River Branch.....	Chatham, N.B.....	".....	1901	Shippigan, N.B.....	36 9	12 6	4 3	11	Wm. Fruing & Co., Ltd., Jersey.

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57,688	River Dale	Halifax	Schr—Glt	1868	La Have, N.S.	59 6	19 3	7 4	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose	Barrington	"	1878	Port Clyde, N.S.	37 0	14 4	5 9	13	Walter Coggins, Westport, N.S.
112,372	River Swan	Arichat	"	1901	Tor Bay, N.S.	33 0	11 4	5 0	11	George Berrigan, Canso, N.S.
85,590	Rivendale	St. John, N.B.	"	1883	Waterborough, N.B.	75 3	26 3	7 0	84	T. W. Parker, Cumberland Bay, N.B.
111,648	Riviera	Lunenburg	"	1901	Shelburne, N.S.	88 0	24 0	9 4	96	Robert Dawson, Bridgewater, N.S.
111,723	Roanoke	Lunenburg	"	1901	Mahone Bay, N.S.	98 2	25 3	10 8	100	Henry Petite, Moose Ambrose, Nfld.
94,925	Rob Roy	Pictou, Ont.	Barge—Chd	1897	Pictou, Ont.	144 0	31 0	10 3	341	The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
100,319	Rob Roy	Yarmouth	Schr—Glt	1888	Lockeport, N.S.	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
100,566	Rob S.	Halifax	"	1892	Mahone Bay, N.S.	42 0	14 6	6 4	21	W. H. Lewis, Louisburg, N.S.
107,411	Robert	Montreal	Barge—Chd	1899	St. Thomas de Pierre-ville, Que.	139 5	29 4	13 0	418	J. C. A. Turcotte, Sorel, Que.
90,443	Robert Evans	Winnipeg	"	1885	Keewatin, Ont.	52 6	13 5	3 5	29	The Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
53,862	Robert Kerr	New Westminster	Barge—Chd	1866	Quebec, Que.	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.
80,394	Robert S. Beaud	Parrsboro'	Bk—Bq	1882	Eatonville, N.S.	191 0	38 8	23 0	1142	W. S. A. Walker, New York, N.Y., U.S.A.
103,100	Roberval	Montreal	Sloop	1894	St. Thomas, Que.	141 3	28 2	11 6	371	Mrs. Adeline Bastien, Montreal, Que.
103,946	Robin	Chatham, N.B.	Schr—Glt	1899	Caraquet, N.B.	38 0	12 8	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
107,544	Robin Hood	St. John, N.B.	Sloop	1898	Yarmouth, N.S.	23 7	9 0	3 2	6	T. T. Lantallum, St. John, N.B.
83,075	Rockland	Ottawa	Barge—Chd	1881	Rockland, Ont.	110 3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
.....	Rodolphe	Montreal	"	1866	Yamaska, Que.	96 3	22 9	6 8	106	P. Savaille, Sorel, Que.
117,095	Rodrig Grace	Arichat	Schr—Glt	1906	L'Ardoise, N.S.	43 0	12 5	6 0	17	Hubert and Jos. Binnette, L'Ardoise, N.S.
85,763	Roi des Eaux	Montreal	Sloop	1883	Pierreville, Que.	93 3	23 0	6 0	96	E. Savageau, Champlain, Que.
94,830	Roi des Eaux	"	"	1889	Yamaska, Que.	85 0	21 4	5 3	69	The Canadian Construction Co., Ltd., Montreal, Que.
116,808	Roland	Sorel	"	1906	Sorel, Que.	103 2	23 0	7 0	121	Conrad Lafreniere, Pierreville, Que.
112,326	Rolfe	Parrsboro'	Schr—Glt	1902	Port Greville, N.S.	65 0	20 1	6 9	54	Wm. and Stephen Rolfe, Port Greville, N.S.
107,125	Roma	Lunenburg	"	1899	Shelburne, N.S.	95 0	25 0	9 4	99	David Kitecy, et al., La Have, N.S.
*75,446	Romaine	Montreal	"	1881	Gaspé, Que.	64 5	20 6	9 3	65	C. A. Cantin, Montreal, Que.

\* Formerly "Dolphin."

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrite sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry — Port d'enregistrement.	Rig. — Gréement.	Built— — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
103,729	Romeo.....	Parraboro'.....	Schr—Glt.....	1887	Port Greville, N.S. . .	74 4	24 0	6 9	79	T. M. Dodsworth, Parraboro', N.S.
103,358	Romeo.....	Quebec.....	Sloop.....	1895	Bic, Que.....	38 5	14 4	5 1	22	G. F. Gibsons, Quebec, Que.
100,073	Romeo.....	St. John, N.B.....	Schr—Glt.....	1891	Cambridge, N.B.....	84 4	28 9	7 4	111	Peter McIntyre, St. John, N.B.
103,587	Romulus.....	Chatham, N.B.....	".....	1896	Shippigan, N.B.....	39 0	13 7	5 7	19	W. S. Loggie Co., Ltd., Chatham, N.B.
121,856	Ronald G. Smith.....	Lunenburg.....	Schr—Glt.....	1905	Lunenburg, N.S.....	100 0	26 0	10 3	100	William C. Smith, M.O., Lunenburg, N.S.
92,404	Rosa.....	Chatham, N.B.....	".....	1886	Shippigan, N.B.....	36 2	13 4	5 0	17	J. O. Ache, Shippigan, N.B.
100,717	Rosa.....	Montreal.....	Sloop.....	1892	Yanaska, Que.....	111 7	23 0	7 6	140	M. Robidoux, Yanaska, Que.
122,576	Rosa Georgina.....	Yarmouth.....	Schr—Glt.....	1907	Surette Island, N.S.....	46 0	17 4	8 6	35	Theophilus Jacquard, Comeau's Hill, N.S.
100,908	Rosalie.....	Chatham, N.B.....	Schr—Glt.....	1892	Caracquet, N.B.....	35 5	12 5	4 4	10	Philip Rive, Caracquet, N.B.
103,592	Rosamond.....	Charlottetown.....	".....	1896	North Rustico, P.E.I.....	42 0	14 1	5 5	18	D. R. Champion, Tigniah, P.E.I.
111,834	Rosan.....	Digby.....	".....	1898	Cape St. Mary, N.S.....	32 4	10 9	5 0	11	John A. Doucette, Cape St. Mary, N.S.
64,920	Rosannah.....	Halifax.....	".....	1873	Bay St. George, Nfld.....	48 7	16 4	6 3	25	Wm. Carter, Channel, Nfld.
116,227	Rosaria.....	Quebec.....	".....	1902	Ile aux Coudres, Que.....	43 2	13 6	5 0	18	Noel Dufour, Ile aux Coudres, Que.
126,996	Rose.....	Quebec.....	".....	1907	Montmagny, Que.....	94 8	26 3	5 4	79	The Price Brothers & Co., Ltd., Quebec, Que.



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107,536	Rose.....	St. John, N. B.	Sloop.....	1893 St. John, N.B.	25 0	10 0	3 0	5 Alder Evans, St. John, N. B.
92,702	Rose.....	Winnipeg.....	Barge—Chd.....	1890 Kenora, Ont.	71 6	16 3	6 3	80 Angus McKinnon, Kenora, Ont.
78,045	Rose Alba.....	Chatham, N. B.	Schr—Glt.....	1879 Richibucto, N.B.	32 0	13 0	4 5	13 Etienne Leger, M.O., Richibucto, N.B.
69,639	Rose Anna.....	Quebec.....	".....	1874 St. Jean Port Joli, Que.	45 2	16 5	6 5	29 P. Blais, Kamouraska, Que.
71,632	Rose Delima.....	Montreal.....	Barge—Chd.....	1873 St. Thomas de Pierreville, Que.	98 0	22 0	6 5	75 Methode Lemay, St. Emelie, Que.
100,724	Rose Delima.....	".....	Schr—Glt.....	1893 Lachine, Que.	118 1	23 1	8 4	181 P. Laplante, Lachine, Que.
103,978	Rose Mysterieuse.....	Quebec.....	".....	1896 Les Ecureuils, Que.	55 8	17 0	5 9	39 Amable Fournier, Montmagny, Que.
80,628	Roseneath.....	Yarmouth.....	".....	1882 Shelburne, N.S.	84 6	24 0	9 7	92 Z. Nickerson, Port Clyde, N.S.
122,284	Roseway.....	Shelburne.....	".....	1907 Shelburne, N.S.	120 0	28 4	12 4	244 George A. Cox, M.O., Shelburne, N.S.
116,272	Rosie M. B.....	Halifax.....	".....	1903 Grand Desert, N.S.	70 8	21 7	9 2	75 Daniel Bonaing, Grand Desert, N.S.
107,265	Rose Point Ferry Boat.....	Ottawa.....	Horse ferry.....	1891 Arnprior, Ont.	45 2	22 8	2 2	16 A. J. Campbell, Arnprior, Ont.
112,313	Rough Rider.....	St. Andrews.....	Sloop.....	1899 West Isles, N.B.	38 0	13 5	5 0	15 Warren Cheney, Grand Manan, N.B.
100,638	Round Islander.....	Kingston.....	Barge—Chd.....	1895 Verona, Ont.	40 8	12 4	3 6	14 Henry Bauder, Verona, Ont.
103,391	Rover.....	Deeronto.....	Schr—Glt.....	1894 Napanee, Ont.	42 0	15 0	4 6	13 John Rowley, Kingston, Ont.
103,046	Rover.....	Ottawa.....	Barge—Chd.....	1870 Ottawa, Ont.	96 6	18 8	6 0	74 R. O'Neil, Ottawa, Ont.
74,397	Rover.....	Toronto.....	Schr—Glt.....	1878 Oakville, Ont.	49 5	13 0	4 3	20 S. E. Livingstone, Bronté, Ont.
85,702	Rover.....	Wallaceburg.....	".....	1884 Wallaceburg, Ont.	75 7	18 0	5 3	46 Geo. Travia, Wallaceburg, Ont.
53,551	Roving Bird.....	Halifax.....	".....	1895 Chezetcook, N.S.	44 9	15 1	6 4	24 Frederick J. Hyson, Mahone Bay, N.S.
100,539	Rowena.....	Digby.....	".....	1891 Digby, N.S.	35 0	12 2	5 2	10 Orbin Sproul, et al., Digby, N.S.
103,261	Rowena.....	St. John, N. B.	".....	1896 St. Martin's, N.B.	76 2	26 4	7 4	96 M. G. White, Apple River, N.S.
*79,994	Rowena.....	".....	".....	1879 Canning, N.B.	73 6	25 6	6 6	84 D. T. Alexander, Point Wolf, N.B.
111,835	Roxana.....	Digby.....	Sloop.....	1899 Pubnico, N.S.	32 5	10 0	5 5	11 Ainslie Titus, Westport, N.S.
73,119	Royal.....	Halifax.....	Schr—Glt.....	1875 Chezetcook, N.S.	36 7	13 2	5 2	12 H. W. Embree, Port Hawkesbury, N.S.
96,816	Royal.....	Sault Ste. Marie.....	".....	1889 Drummond Island, Mich. U.S.A.	48 0	15 0	6 6	63 Thomas A. Clemence, Toronto, Ont.
121,653	Royal.....	Yarmouth.....	Sloop.....	1904 Tusket Wedge N.S.	33 4	10 6	6 0	10 Geo. Boudreau, Tusket Wedge, N.S.

\* Formerly "Forrest Belle."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment	Rig. — Gréement.	Built— Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>m</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>m</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>m</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
.....	Royal Oak..	Montreal.....	Barge—Chd .....	1885	Lancaster, Ont .....	112 3	22 7	9 4	196	Montreal Transportation Co., Ltd., Montreal, Que.
107,376	Rozzie.....	Sydney .....	Schr—Glt .....	1901	Little Bras d'Or, N.S. ....	43 8	14 2	5 8	17	Mrs. Charlotte Fudge, North Sydney, N.S.
116,975	Ruby.....	Chatham, N.B. ....	" .....	1906	Parrsboro' N.S. ....	59 8	22 0	6 2	53	A. Loggie, et al., J.O., Dalhousie, N.B.
80,667	Ruby.....	Montreal.....	Barge—Chd .....	1881	Montreal, Que .....	106 6	22 3	6 7	145	Dickson Anderson, Montreal, Que.
107,600	Ruby.....	Quebec.....	Sloop .....	1897	St. Siméon, Que .....	37 2	15 5	4 4	14	Henry Savard, St. Siméon, Que.
100,090	Ruby.....	St. John, N.B. ....	Schr—Glt .....	1892	Greenwich, N.B. ....	40 5	14 7	4 8	15	W. J. Dean, Musquash, N.B.
90,535	Runner .....	Montreal.....	Sloop.....	1885	St. Louis, Que.....	71 7	19 5	5 2	42	A. Daneau, jr., Pierreville, Que.
100,773	Rupert.....	Chatham, N.B. ....	Schr—Glt .....	1890	Caraquet, N.B. ....	36 4	12 6	4 8	12	P. Rive, Caraquet, N.B.
121,991	Rupert.....	Lunenburg.....	" .....	1906	Sable River, N.S. ....	74 8	22 4	8 9	78	J. Norman Rafuse, M.O., La Have, N.S.
103,602	Rush Light.....	Sydney .....	" .....	1896	Fourchie, N.S. ....	57 2	19 3	7 4	51	Alexander F. Cameron, Guysboro', N.S.
103,273	Russel .....	Chatham, N.B. ....	" .....	1894	Miscou, N.B. ....	36 2	12 4	4 8	10	J. M. Ward, Miscou, N.B.
107,772	Ruth.....	" .....	Barge—Chd .....	1875	Lilliesand, Norway .....	138 0	30 0	17 0	448	Hugh D. McKenzie, Halifax, N.S.
90,727	Ryse.....	" .....	Schr—Glt .....	1889	Shippigan, N.B. ....	36 2	12 3	4 6	11	Sinai Ache, Shippigan, N.B.

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116,771 S. 1.	Vancouver	Scow—Chd	1903	Vancouver, B.C.	43 0	22 7	3 7	28	Albert E. Stevens, Moodyville, B.C.
116,772 S. 2.	Vancouver	Scow—Chd	1902	Vancouver, B.C.	50 0	19 0	3 0	21	Albert E. Stevens, Moodyville, B.C.
116,773 S. 3.	"	"	1898	"	47 0	22 2	3 7	38	" " "
107,909 S. B.	St. Andrews	Sloop	1890	St. John, N.B.	30 0	11 3	5 0	12	Shadrack Bancroft, Grand Manan, N.B.
116,952 S. O. Co. No. 41	Sarnia	Barge—Chd	1903	Pt. Richmond, U.S.A.	156 6	30 0	12 0	481	The Imperial Oil Co., Ltd., Sarnia, Ont.
107,417 S. O. Co. No. 52	Montreal	"	1898	Elizabethport, N.J., U.S.A.	139 0	30 6	11 9	433	The Imperial Oil Co., Ltd., Montreal, Que.
122,441 S. S. Co. No. 1.	St. John, N.B.	Schr—Glt	1907	Salmon River, N.B.	170 6	38 3	12 6	565	Robert Connely, Great Salmon River, N.S.
107,293 S. V. H.	Annapolis Royal	"	1900	Digby, N.S.	67 8	20 3	6 5	49	J. S. Hayden, Granville, N.S.
85,558 S. A. Crowell	Yarmouth	"	1884	Salmon River, N.S.	49 4	16 6	7 0	23	Luke LeBlanc, Salmon River, N.S.
96,953 S. A. Fownes	Dorchester	"	1890	Hampton, N.B.	90 4	27 6	7 4	123	F. C. Palmer, <i>et al</i> , Dorchester N.B.
117,044 S. B. Millard	Barrington	"	1905	Pubnico, N.S.	42 0	14 7	7 5	20	J. M. Symonds, M.O., Clarke's Harbour, N.S.
100,312 S. C. Hood	Yarmouth	"	1892	Yarmouth, N.S.	38 0	13 8	5 3	12	Timothy Powell, Yarmouth, N.S.
59,674 S. G. Marshall	"	"	1868	Rustico, P.E.I.	65 2	20 9	6 3	51	Mathew Smith, Wallington, Kent Co., N.B.
90,455 Sabaskong	Winnipeg	Barge—Chd	1882	Kenora, Ont.	53 5	13 4	4 2	17	W. R. Dick, Winnipeg, Man.
37,630 Sabine	St. Andrews	Schr—Glt	1855 } 1872 }	Parraboro', N.S.	58 2	19 8	8 0	50	Joseph Bennett, Boston, Mass., U.S.A.
74,139 Sadie	Halifax	"	1876	La Have, N.S.	58 0	19 3	7 5	44	Isaiah Fougère, Larry's River, N.S.
122,307 Sadie H.	Lunenburg	"	1907	Tancook, N.S.	45 8	12 8	6 6	17	George H. Little, Terence Bay, N.S.
92,608 Sadie M.	Sydney	"	1889	Ingonish, N.S.	32 0	12 9	5 3	11	D. McLeod, Ingonish, N.S.
111,771 Sadie No. 3	Victoria	Barge—Chd	1901	Vancouver, B.C.	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
111,779 Sadie No. 4.	"	"	1902	"	90 0	28 0	6 6	108	Geo. McGregor, Victoria, B.C.
116,940 Sadie No. 5.	"	"	1904	Vancouver, B.C.	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
*92,361 Sadie O. Holmes	Annapolis Royal	Schr—Glt	1887	Gibson, N.B.	80 6	26 8	8 0	98	A. W. Peitzsch, M.O., Isaac's Harbour, N.S.
100,493 Sadie Turpel	Victoria	"	1892	Victoria, B.C.	76 0	20 5	7 4	56	Victoria Sealing Co., Ltd., Victoria, B.C.
74,335 Safe	Halifax	"	1877	Tusket, N.S.	60 5	18 2	6 1	35	David Doucette, Cheticamp, N.S.
116,224 Saguenay	Quebec	"	1903	Les Escoumains, Que.	74 4	22 9	7 7	81	A. N. Mercier, Les Escoumains, Que.

\* Formerly "Genesta".

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LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrite sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>m</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>m</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>m</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
121,928	St. Adolphe B. B.	Quebec.	Schr—Glt	1906	Ile-aux-Coudres, Que.	47 2	15 8	5 7	25	Alphonse Degagné, Ile-aux-Coudres, Que.
69,062	Saint Agnes	Halifax.	"	1874	Chezcook, N.S.	49 8	16 9	7 3	38	L. B. Corkum, East Jeddore, N.S.
107,404	St. Aimé.	Montreal.	Sloop.	1898	St. Aimé, Que.	99 2	22 9	6 5	106	Arthur Charland St. Michel, d'Yamaska, Que.
121,921	St. Alexis	Quebec.	Schr—Glt	1906	Grande Baie, Que.	68 8	21 0	6 6	52	Thomas Louis Simard, Grand Baie, Que.
111,494	St. Alfred.	"	Sloop.	1900	Portneuf, Que.	55 8	17 0	4 6	24	Thomas Tremblay, River St. François, Que.
103,361	St. Alfred.	"	"	1895	Château Richer, Que.	56 6	16 2	4 8	24	T. Bois, St. Siméon, Que.
94,876	St. Alphonse.	Montreal.	"	1889	Pierreville, Que.	108 7	23 0	8 0	149	Alphonse Mongeau, Sorel, Que.
103,615	St. Alphonse.	Quebec.	"	1894	St. Alphonse, Que.	38 6	15 4	5 3	20	Eloi Pednault, Isle aux Coudres, Que.
116,972	St. André	Chatham, N. B.	Schr—Glt	1904	Lameque, N.B.	39 0	13 2	5 0	15	André A. Ache, Lameque, N.B.
116,473	St. Anne	"	"	1904	Shippigan, N.B.	44 0	12 9	5 8	14	Ouesime Chaisson, Shippigan, N.B.
107,562	St. Anthony.	Parraboro'	"	1899	Parraboro', N.S.	85 9	26 4	8 6	100	Patrick McLaughlin, M. O., Parraboro', N.S.
77,594	St. Antoine.	Montreal.	Sloop.	1879	St. Marcel, Que.	80 5	19 7	4 4	51	Damase Chausse, Lanoraie, Que.
100,363	St. Antoine.	Quebec	Barge—Chd	1891	Ste. Croix, Que.	85 6	22 4	6 6	85	V. Charland, St. Jean des Chailons, Que.
69,657	St. Antoine.	"	"	1873	Montmorency, Que.	99 8	22 8	7 1	99	Thomas Sonne, Montreal, Que.

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112,026	St. Antoine.....	Quebec.....	Berge—Chd.....	1901 Leclercville, Que.....	83 4	23 3	7 2	98	Antoine Morneau, Leclercville, Que.
103,888	St. Antoine.....	".....	Schr—Glt.....	1895 Château Richer, Que.....	64 7	21 0	7 6	54	P. Gosselin, Château Richer, Que.
107,502	St. Antoine.....	".....	Sloop.....	1898 St. Siméon, Que.....	32 4	14 2	4 4	12	A. Vezina, St. Siméon, Que.
107,609	St. Antoine.....	".....	Schr—Glt.....	1899 Crane Island, Que.....	39 8	16 4	5 4	22	Wilfred Vezina, Crane Island, Que.
116,214	St. Antoine.....	".....	".....	1902 Les Eboulements, Que.....	59 4	18 0	5 2	32	Solene Tremblay, Les Eboulements, Que.
111,488	St. Antoine.....	".....	".....	1900 St. Fulgence, Que.....	72 0	20 6	6 8	54	J. T. Alexis, et al., St. Anne de Chocoutimi, Que.
116,703	St. Antoine.....	".....	".....	1903 Les Eboulements, Que.....	58 0	18 1	5 4	31	Alban Tremblay, Les Eboulements, Que.
121,667	St. Antoine.....	".....	Sloop.....	1906 L'Islet, Que.....	51 0	17 8	4 9	25	Amédée Caron, L'Islet, Que.
107,679	St. Antoine de Padoue.....	".....	Schr—Glt.....	1900 La Petite Rivière, St. François Xavier, Que.....	71 4	22 4	6 4	58	Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
111,792	Saint Aubin.....	Port Hawkesbury.....	".....	1903 Cheticamp, N.S.....	37 8	22 1	5 9	15	The C. Robin Collas Co., Ltd., Halifax, N.S.
107,885	St. Bartelemy.....	Montreal.....	Sloop.....	1899 St. Aimé, Que.....	67 7	18 4	4 6	37	Bartelemy Caron, St. Aimé, Que.
111,613	St. Benoît.....	Quebec.....	Schr—Glt.....	1901 La Petite Rivière, St. François Xavier, Que.....	67 2	20 2	5 2	41	Joseph Bouchard, Petite Rivière, Que.
107,570	St. Bernard.....	Parrsboro'.....	".....	1901 Parrsboro', N.S.....	90 8	26 7	9 1	123	J. N. Pugsley, et al., Parrsboro', N.S.
107,610	St. Bernard.....	Weymouth.....	".....	1903 St. Bernard, N.S.....	47 0	15 7	6 2	24	Joseph D. Weaver, St. Bernard, N.S.
85,300	St. Bernardin.....	Montreal.....	Sloop.....	1882 St. Thomas, Que.....	101 0	23 3	6 7	101	Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cécile.....	Quebec.....	Schr—Glt.....	1900 Isle aux Condres, Que.....	70 0	23 9	7 2	65	R. Hudson, Quebec, Que.
100,597	St. Charles.....	Montreal.....	Sloop.....	1891 Pierreville, Que.....	104 4	22 4	6 9	121	Charles Mongeau, Sorel, Que.
107,676	St. Charles.....	Quebec.....	".....	1899 Green Island, Que.....	38 0	14 8	4 4	16	Adolphe Fraser, Green Island, Que.
103,131	St. Charles.....	".....	".....	1893 L'Islet, Que.....	30 8	14 6	4 2	16	Phidime Moresault, L'Islet, Que.
71,210	St. Clair.....	Chatham, Ont.....	Schr—Glt.....	1875 Sophiasburgh, Ont.....	82 0	21 0	8 0	101	Peter Haggbloom, Port Burwell, Ont.
94,799	St. Croix.....	Windsor, N.S.....	Bktn—Bkgt.....	1890 Newport, N.S.....	157 9	36 5	16 0	683	E. E. Hutchings, Brooklyn, N.Y. U.S.
73,100	St. Cyprien.....	Montreal.....	Sloop.....	1872 Pierreville, Que.....	105 0	22 8	7 1	128	J. B. Desmarais, Pierreville, Que.
116,889	Saint Dominique.....	Arichat.....	Schr—Glt.....	1904 Petite de Grat, N.S.....	47 0	13 0	6 9	21	T. Marchand, M.O., Petite de Grat, N.S.
116,717	St. Donat.....	Quebec.....	".....	1905 St. Croix, Que.....	82 6	21 8	6 8	75	L. Lafleur, St. Croix, Que.
100,863	St. Edgar.....	".....	".....	1893 St. Siméon, Que.....	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.

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Official Number. Numéro officiel	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement	Rig. Gréement.	Built—Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant et adresse.
100,363	St. Edouard	Quebec	Barge—Chd	1892	Gentilly, Que.	105 8	22 9	7 3	134	Philippe Carrette, St. Jean Deschail- lons, Que.
122,419	St. Elzéar	"	Sloop	1907	Ste. Famille, Que.	68 6	23 5	6 0	57	Thomas Bois, Malbaie, Que.
92,761	St. Etienne	"	Schr—Glt	1888	Tadoussac, Que.	51 8	20 9	5 6	49	Auguste Côté, Grande Baie, Que.
73,048	St. Eulalie	"	"	1875	Les Eboulements, Que.	41 5	14 0	5 8	20	François Bourgoing, Tadoussac, Que.
74,257	St. Flavie	"	"	1875	St. Flavie, Que.	46 8	14 7	6 4	28	Ferdinand Emond, St. Flavie, Que.
97,135	St. François	"	Sloop	1890	L'Islet, Que.	48 0	16 8	1 8	19	H. Fournier, L'Islet, Que.
107,240	St. François	"	"	1898	St. Siméon, Que.	41 6	14 3	4 6	17	J. Foster, St. Siméon, Que.
77,551	St. François Xavier	Montreal	"	1874	Batiscan, Que.	88 0	22 3	6 6	92	L. Bernier, St. Jean Deschailons, Que.
80,747	St. François Xavier	Quebec	Schr—Glt	1878	Mille Vaches, Que.	56 1	17 5	6 0	34	Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
121,927	St. François Xavier	"	Sloop	1906	Rivière St. François, Que.	68 4	22 9	5 4	49	Thomas Lavioie, M.O., Rivière St. François, Que.
100,178	St. George	Montreal	"	1891	Shoreham, G.B.	28 7	7 5	4 3	5	William A. Benyon, Montreal, Que.
116,221	St. George	Quebec	Barge—Chd	1900	Nicolet, Que.	97 2	23 8	7 2	116	Adelard Beaudet, St. Jean Deschail- lons, Que.
112,032	St. George	"	"	1902	St. Aimé, Que.	79 2	22 0	6 5	83	Jean B. Daigle, St. Aimé, Que.
97,123	St. George	"	Sloop	1886	St. Thomas, Que.	52 8	16 4	5 4	26	Narcisse Collin, Montmagny, Que.

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111,625	St. George	Quebec	Sloop	1901	Les Eboulements, Que...	32 8	10 1	5 0	10	George Gagné, Les Eboulements, Que.
116,701	St. George	"	Barge—Chd	1901	St. Jean Deschail- lons, Que.	63 6	16 9	4 8	37	Alexandre Hamel, St. Jean Deschail- lons, Que.
111,612	St. George	"	Sloop	1901	La Petite Rivière, St. François Xavier, Que.	54 0	18 6	5 2	30	Eugene Dufour, Petite Rivière, St. François Xavier, Que.
103,364	St. George	"	"	1894	Château Richer, Que.	60 0	20 6	5 7	43	F. Simard, Château Richer, Que.
88,258	St. George	St. John, N.B.	Schr—Glt	1879	Westfield, N.B.	55 5	17 0	3 5	26	C. E. Belyes, St. John, N.B.
103,970	St. Gertrude	Montreal	Sloop	1898	St. François du Lac, Que.	104 9	22 9	6 5	111	Donat Charland, Sorel, Que.
103,500	St. Helena	Lunenburg	Schr—Glt	1896	Lunenburg, N.S.	97 8	23 8	9 5	99	John H. Pike, Channel, Nfld.
103,329	Saint Helier	Port Hawkesbury	"	1900	Eastern Harbour, N.S.	35 4	11 9	6 9	12	The C. Robin, Collas & Co., Ltd., Halifax, N.S.
80,700	St. Hilaire	Montreal	Sloop	1882	Batiscan, Que.	102 2	23 0	8 6	146	Louis Sauvageau, Champlain, Que.
107,491	St. Hilaire	Quebec	"	1898	Baie St. Paul, Que.	42 6	18 0	6 0	59	P. Tremblay, Isle aux Coudres, Que.
111,623	St. Hilaire	"	Schr—Glt	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Joseph Bouillon, Rimouski, Que.
	St. Hyacinthe	Montreal	Barge—Chd	1873	Hawkesbury, Ont.	95 8	23 2	5 2	74	P. Tellier, Lachine, Que.
53,817	St. Jean	Quebec	"	1865	Batiscan, Que.	83 0	22 6	5 6	68	Jean Lemay, St. Jean Deschailons, Que.
74,220	St. Jean Baptiste	Montreal	Sloop	1872	St. François, Que.	188 4	23 9	7 9	143	A. Hibeau, Notre Dame de Pierre- ville, Que.
74,223	St. Jean Baptiste	"	"	1876	Yanaska, Que.	78 5	20 0	4 8	51	C. Lavesque, Sorel, Que.
80,676	St. Jean Baptiste	"	"	1874	Lachine, Que.	82 2	20 6	5 4	58	Thos. Quillan, St. Henri, Que.
121,926	St. Jean Baptiste	Quebec	Schr—Glt	1906	Les Ecureuils, Que.	70 2	20 6	6 4	62	Jean B. Dussault, Les Ecureuils, Que.
111,469	St. John	Chatham, N.B.	"	1901	Shippigan, N.B.	40 7	13 0	5 2	13	John Aché, Shippigan, N.B.
112,167	St. Joseph	"	"	1903	Carquet, N.B.	33 0	11 8	5 0	10	R. Gionet, Carquet, N.B.
103,008	St. Joseph	"	"	1893	Shippigan, N.B.	38 3	12 3	4 8	12	A. Aché, Shippigan, N.B.
78,037	St. Joseph	Chatham, Ont.	"	1880	Stoney Point, Ont.	50 0	15 4	4 0	14	A. Brulé, Chatham, Ont.
74,204	St. Joseph	Montreal	Sloop	1874	Pierreville, Que.	74 7	20 8	5 2	53	A. Desmarais, St. François, Que.
85,770	St. Joseph	"	"	1884	Sorel, Que.	97 3	23 0	7 2	103	Joseph Champagne, Nicolet, Que.
85,775	St. Joseph	"	"	1882	Pierreville, Que.	97 6	23 0	6 9	112	W. Carpentier, Champlain, Que.
90,548	St. Joseph	"	"	1886	Sorel, Que.	104 7	23 0	6 2	101	Eusébe Lussier, Sorel, Que.

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.....	St. Joseph.....	Montreal.....	Barge—Chd.....	1861.....	Yamaska, Que.....	95 7	23 0	6 5	58	Alexis Page, Lanoraie, Que.
.....	St. Joseph.....	".....	".....	1863.....	Batuscan, Que.....	91 5	22 6	5 2	65	Alexis Page, Lanoraie, Que.
90,733	Saint Joseph.....	Port Hawkesbury.....	Schr—Glt.....	1887.....	Margaree, N.S.....	49 0	16 0	6 7	27	John H. Beaver, Pleasant Harbour, N.S.
83,354	St. Joseph.....	Quebec.....	".....	1881.....	Isle Verte, Que.....	45 5	15 1	3 5	13	J. Péro, Les Eboulements, Que.
73,086	St. Joseph.....	".....	Barge—Chd.....	1871.....	St. Aimé, Que.....	100 7	23 0	7 0	115	Nazaire Lavigne, Charlemagne, Que.
92,350	St. Joseph.....	".....	".....	1888.....	St. Eudé, Que.....	77 4	22 6	6 0	60	Fritz Parrot, Leclercville, Que.
100,867	St. Joseph.....	".....	Schr—Glt.....	1888.....	Ile aux Coudres, Que.....	47 6	15 6	4 8	19	A. Boily, St. Louis, Ile aux Coudres, Que.
103,353	St. Joseph.....	".....	Sloop.....	1894.....	St. Jean Deschaillons, Que.....	56 4	17 2	5 2	22	A. Hamel, St. Jean Deschaillons, Que.
103,626	St. Joseph.....	".....	Schr—Glt.....	1896.....	Les Ecoreuils, Que.....	98 9	22 9	7 2	111	A. Bois, Les Ecoreuils, Que.
103,840	St. Joseph.....	".....	".....	1896.....	Château Richer, Que.....	98 0	23 2	6 9	99	E. Himbeault, Château Richer, Que.
107,222	St. Joseph.....	".....	".....	1897.....	St. Siméon, Que.....	64 6	20 5	5 6	48	Vezina Duchene, St. Irénée, Que.
111,481	St. Joseph.....	".....	Sloop.....	1900.....	La Petite Rivière, St. François Xavier, Que.....	59 4	20 4	5 0	30	Edouard Boily, M.O., Baie St. Paul, Que.
111,617	St. Joseph.....	".....	Schr—Glt.....	1901.....	Ile aux Coudres, Que.....	54 9	18 8	6 0	34	Theodore Pinze Baie de Mille Vaupes, Que.
107,234	St. Joseph Trois Saunons.....	".....	Sloop.....	1898.....	St. Jean Port Joli, Que.....	49 8	18 2	5 0	28	Joseph Picard, fls., Cap St. Ignace, Que.



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.....	St. Laurent.....	Montreal.....	Barge—Chd.....	1871 Sorel, Que..	79 4	22 8	5 1	69	A. Gervais, St. Louis de Bonsecours, Que.
111,622	St. Laurent.....	Quebec.....	Schr—Glt.....	1901 Grandes Bergeronnes, Que.	71 2	20 8	6 4	53	Alfred Tremblay, Grandes Bergeronnes, Que.
85,467	St. Laurent.....	".....	".....	1882 Rimouski, Que.....	75 2	21 0	7 1	70	Joseph Ouellett, St. Germain de Rimouski, Que.
77,873	St. Laurent.....	".....	".....	1874 Rivière du Loup, Que.....	32 7	12 5	4 5	11	Geo. C. Stephen, Montreal, Que.
97,138	St. Laurent.....	".....	Sloop.....	1886 L'Islet, Que.....	51 0	19 6	5 2	28	Arthur Leclerc, Quebec, Que.
116,704	St. Laurent.....	".....	".....	1904 Petite Rivière St. François Xavier, Que.	67 2	20 8	6 3	50	Pierre Lavoie, Petite Rivière, St. François Xavier, Que.
107,737	St. Lawrence.....	Kingston.....	Dredge—Dragne.....	1890 Cornwall, Ont.....	90 2	30 1	6 0	125	W. H. Davis, Ottawa, Ont.
74,240	St. Lawrence.....	Montreal.....	Sloop.....	1872 Pierreville, Que.....	97 6	23 0	7 0	102	Moise Lamirande, St. François, Que.
103,461	St. Lidwina.....	Arichat.....	Schr—Glt.....	1899 L'Ardoise, N.S.....	35 9	10 2	5 3	11	Alexander Peters, L'Ardoise, N.S.
74,250	St. Louis.....	Montreal.....	Sloop.....	1876 St. Hughes, Que.....	77 8	19 5	5 0	50	N. Lavigne, Charlemagne, Que.
90,541	St. Louis.....	".....	".....	1886 Yamaska, Que.....	97 1	22 4	7 1	114	A. Laplante, Lachine, Que.
59,967	St. Louis.....	Quebec.....	Barge—Chd.....	1869 Ste. Emélie, Que.....	94 0	20 0	5 7	73	Jos. Chénard, Ste. Emélie, Que.
74,276	St. Louis.....	".....	Schr—Glt.....	1875 Mille Vaches, Que.....	64 7	17 5	7 3	47	B. Caron, Les Escoumains, Que.
107,496	St. Louis.....	".....	Sloop.....	1897 St. Siméon, Que.....	37 0	13 0	4 0	13	L. Dufour, St. Siméon, Que.
100,362	St. Louis.....	".....	".....	1891 Isle aux Coudrea, Que.....	53 4	15 4	5 8	23	Alfe. Bergeron, Isle aux Coudrea, Que.
121,661	St. Louis.....	".....	Schr—Glt.....	1905 Bay St. Paul, Que.....	77 0	24 6	6 8	73	Louis Mailloux, et al., J.O., Bay St. Paul, Que.
75,636	Saint Louis.....	St. Catharines.....	Bktn—Bkglt.....	1877 St. Catharines, Ont.....	127 7	26 2	11 9	334	D. Sylvester, Toronto, Ont.
85,307	St. Louis de Bonsecours.....	Montreal.....	Sloop.....	1878 St. Louis, Que.....	73 5	18 6	4 6	40	F. Varieur, St. Louis de Bonsecours, Que.
100,173	St. Marie.....	".....	".....	1889 St. Aimé, Que.....	79 4	20 2	5 0	52	Nazaire Lavigne, Charlemagne, Que.
77,596	St. Marie.....	".....	".....	1897 Sorel, Que.....	101 0	23 3	6 5	117	A. Fortier, Montreal, Que.
.....	St. Marie.....	".....	Barge—Chd.....	1864 Lachine, Que.....	93 6	20 0	6 6	103	P. Laplante, Lachine, Que.
94,872	St. Maurice.....	".....	Sloop.....	1888 Pierreville, Que.....	98 6	22 7	6 6	112	Olivier Paul, jr., St. Anne de Sorel, Que.
103,723	Saint Maurice.....	Parraboro'.....	Schr—Glt.....	1896 Port Greville, N.S.....	119 9	31 3	11 3	272	A. W. Copp, Parraboro', N.S.
94,877	St. Michel.....	Montreal.....	Sloop.....	1887 Yamaska, Que.....	92 0	20 8	6 4	90	Philip Carrett, St. Jean Deschailions, Que.
66,017	St. Michel.....	Quebec.....	".....	1872 St. Jean Deschailions, Que.	93 2	23 5	7 2	103	L. Lefleur, Village Deschailions, Que.

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121,670	St. Michel.....	Quebec.....	Sloop.....	1906	La Petite Riviere, Que..	59 0	18 8	5 4	34	Moi Bouchard, La Petite Riviere St. Francois, Que.
92,543	St. Nicholas.....	Montreal.....	".....	1885	Pierreville, Que.....	85 8	16 9	4 0	45	Canadian Construction Company, Ltd., Montreal, Que.
100,453	St. Nicolas.....	Quebec.....	Schr—Glt.....	1891	Château Richer, Que..	70 0	23 8	6 4	66	James Richardson Co., Ltd., Matane, Que.
116,321	St. Olaf.....	Parraboro'.....	Schr—Glt.....	1903	Parraboro', N.S.....	130 6	33 1	11 0	277	J. N. Pugsley, et al., Parraboro', N.S.
103,464	St. Patrick.....	Aricat.....	".....	1899	L'Ardoise, N.S.....	55 5	14 3	8 0	27	Harris Corkum, East Jeddore, N.S.
108,000	St. Patrick.....	Canso.....	".....	1901	Port Felix, N.S.....	43 0	13 2	7 6	18	R. Belfontaine, Port Felix, N.S.
83,096	Saint Patrick.....	Chatham, N.B.....	".....	1884 1894	Margaree, N.S.....	41 2	13 9	5 7	16	J. White, Alberton, P.E.I.
100,532	St. Patrick.....	Montreal.....	Sloop.....	1890	Pierreville, Que.....	93 0	22 5	6 3	96	Victor Charland, St. Jean Des Chailons, Que.
75,676	St. Patrick de Fraser-ville.....	Quebec.....	Schr—Glt.....	1877	Riviere du Loup, Que..	54 2	18 5	5 9	36	A. Desbien, Isle aux Coudres, Que.
122,065	St. Paul.....	Montreal.....	Sloop.....	1898	St. Thomas de Pierre-ville, Que.....	88 5	20 3	5 1	65	Paul Joly, Ste. Anne de Sorel, Que.
111,620	St. Paul.....	Quebec.....	".....	1901	Baie St. Paul, Que.....	66 6	24 6	6 2	56	The La Ferriere Lumber Co., Ltd., Montreal, Que.
97,174	St. Paul.....	Windsor, N.S.....	Bktn—Bkgt.....	1890	Newport, N.S.....	134 9	33 0	15 0	440	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
107,776	St. Peter.....	Chatham.....	Schr—Glt.....	1900	Shippigan, N.B.....	39 0	12 6	5 0	12	Adolphe Aché, Shippigan, N.B.
88,297	St. Philippe.....	Quebec.....	Barge—Chd.....	1884	St. Thomas de Pierre-ville, Que.	100 0	22 5	7 4	121	Jos. Durand, Champlain, Que.

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77,553 St. Pierre	Montreal	Sloop	1876 St. Pierre, Que	82 5	22 0	6 0	76 L. St. Cyr, St. Pierre les Becqueta, Que.
80,688 St. Pierre	Montreal	Sloop	1881 Sorel, Que	102 2	22 2	6 6	113 Philéas Desmarais, Notre Dame de Pierreville, Que.
77,584 St. Pierre	"	"	1875 St. Thomas, Que	70 0	18 3	4 3	39 P. Bellefeuille, Sorel, Que.
107,899 St. Pierre	"	Dredge—Drague	1890 Three Rivers, Que	79 2	28 0	8 1	180 Antoine St. Pierre, Three Rivers, Que.
97,140 St. Pierre	Quebec	Schr—Glt	1891 Baie des Becons, Que	67 4	20 6	5 0	44 Joseph Dufour, Isle aux Coudrea, Que.
103,624 St. Pierre	"	"	1896 St. Fulgence, Que	66 6	21 2	6 6	55 Jos. Lajoie, St. Fulgence, Que.
103,564 St. Roch	"	Sloop	1894 Pierreville, Que	107 9	22 8	7 9	110 J. Robillard, Montreal, Que.
103,987 St. Roch	"	"	1897 Grandes Bergeronnes, Que.	57 0	19 0	4 8	32 A. Tremblay, Grandes Bergeronnes, Que.
107,228 St. Roch	"	"	1897 Isle aux Grues, Que	64 2	21 0	5 2	41 C. Vézina, Isle aux Grues, Que.
122,062 St. Romuald	Montreal	"	1906 Notre Dame de Pierreville, Que.	109 7	23 6	7 7	138 Adolphe Marchand, Champlain, Que.
107,318 St. Stephen	Halifax	Schr—Glt	1899 Port Felix, N.S	47 5	12 7	6 8	19 Moses Cahoon, Canco, N.S.
111,902 St. Thomas	Arichat	"	1901 Rockdale, N.S.	30 0	11 0	5 6	10 Thomas Pottier, Rockdale, N.S.
112,041 St. Thomas	Quebec	Sloop	1902 Montmagny, Que	62 4	19 5	5 7	37 Napoleon Fortin, Cap. St. Ignace, Que.
73,090 St. Zénon	Montreal	"	1870 Lanoraie, Que	97 0	23 0	6 3	96 E. Haynemand, Lanoraie, Que.
107,225 Ste. Alphonsine	Quebec	Schr—Glt	1897 Château Richer, Que	59 0	18 6	8 1	44 F. Simard, Château Richer, Que.
90,433 Ste. Anne	Barrington	"	1890 Eal Brook, N.S.	38 0	12 5	4 5	11 F. A. Smith, Cape Island, N.S.
117,187 Ste. Anne	Chatham, N.B	"	1906 Shippigan Island, N.B.	37 0	13 0	5 4	13 Jean P. Noel, Shippegan Island, N.B.
88,319 Ste. Anne	Quebec	"	1883 St. Antoine, Que	34 6	13 5	5 3	14 C. Vézina, Crane Island, Que.
73,026 Ste. Anne	"	"	1878 Betchouan, Que	45 0	16 2	6 5	20 Lazare Michaud, Isle Verte, Que.
92,765 Ste. Anne	"	"	1886 Bon Desir, Que	48 8	16 8	6 4	28 J. Truchon, Bon Désir, Que.
116,216 Ste. Anne	"	"	1901 Manicouagan, Que	54 6	18 2	6 8	40 Ben. E. Goudreault, Manicouagan, Que.
69,577 Ste. Anne	"	Schr—Glt	1873 Ste. Anne de Chicoutimi, Que.	63 2	19 8	7 3	64 Mme. Salomé Parent, Fraserville, Que.
74,251 Ste. Anne	"	Barge—Clud	1873 Lanoraie, Que	90 8	22 5	7 7	120 Alfred Morin, Champlain, Que.
83,496 Ste. Anne	"	Schr—Glt	1883 Ste. Lucie, Que	59 0	19 3	6 6	44 Jos. Caron, Tadoussac, Que.
83,352 Ste. Anne	"	"	1881 Seven Islands, Que	44 1	13 7	6 4	18 D. Morin, L'Islet, Que.

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103,149	Ste. Anne.....	Quebec.....	Schr—(ilt).....	1894	Ile aux Coudres, Que....	55 6	17 4	6 0	36	Cleophas Vézina, St. Michel de Belle-chasse, Que.
107,661	Ste. Anne.....	".....	".....	1898	St. Irénée, Que.....	83 4	23 7	9 2	102	Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne.....	".....	Schr—Glt.....	1899	Moisie River, Que.....	41 2	13 6	5 6	18	Cleophas Pelletier, Little Matane, Que.
107,677	Ste. Anne.....	".....	Barge—Chd.....	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122	Lean Collin, St. Antoine de Tilley, Que.
103,832	Ste. Anne.....	".....	Schr—Glt.....	1895	Les Eboulements, Que..	50 8	17 8	6 0	31	A. Tremblay, Les Eboulements, Que.
107,231	Ste. Anne.....	".....	".....	1897	Manicouagan, Que.....	35 6	12 4	5 4	13	M. Chouinard, Manicouagan, Que.
122,255	Ste. Anne.....	".....	".....	1906	Ste. Anne de la Pocatière, Que.	49 6	16 5	6 4	28	Auguste Lafrance, of Ste. Anne de la Pocatière, Que.
103,973	Ste. Augustine.....	".....	".....	1896	Sandy Bay, Que.....	36 4	12 8	5 0	12	Joseph Harvey, Isle aux Coudres, Que.
66,035	Ste. Catherine.....	".....	".....	1889	Point du Lac, St. Maurice, Que.	76 0	22 5	7 0	79	M. S. Delisle, Portneuf, Que.
117,189	Ste. Cecelia.....	Chatham, N.B.....	".....	1906	Shippigan Island, N.B..	37 0	12 8	5 4	13	Gelas Aché, Shippigan Island, N.B.
112,037	Ste. Croix.....	Quebec.....	Sloop.....	1902	La Petite Rivière, Que..	65 4	20 2	5 6	44	Raymond Lavoie, La Petite Rivière, St. François Xavier, Que.
107,667	Ste. Croix.....	".....	".....	1899	Ste. Croix, Que.....	77 2	21 4	6 2	63	Uld Desrochers, Ste. Croix, Que.
122,051	Ste. Julie.....	Chatham, N.B.....	".....	1906	Shippigan Island, N.B..	37 0	13 0	5 3	12	Octave P. Noel, Shippigan Island, N.B.
112,031	Ste. Marie.....	Quebec.....	".....	1902	Manicouagan, Que.....	58 8	18 4	7 0	47	Etienne Landry, Manicouagan, Que.

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92,334 Ste. Marie	ehec.	Schr—Glt.	1886 Moisie, Que.	60 0	20 6	7 8	53 Wilfrid Guimond, St. Jerome de Matane, Que.
107,508 Ste. Marie	"	Barge—Chd	1898 St. Siméon, Que.	95 0	23 2	7 4	107 Arthur Talon, St. Siméon, Que.
107,507 Ste. Marie	"	Schr—Glt	1898 " "	64 8	20 2	5 4	41 Wm. Savard, St. Siméon, Que.
88,305 Ste. Marie Anne	"	"	1894 Châteauf Richer, Que.	70 6	19 4	6 4	51 Zéphirin Rhéaume, Châteauf Richer, Que.
74,246 Salaberry	Montreal.	Sloop	1899 Pierreville, Que.	84 3	22 5	6 0	74 A. Levigne, Charlemagne, Que.
80,763 Salmon Queen	Quebec	Schr—Glt	1881 Murray Bay, Que.	38 5	14 0	4 5	15 J. Jean, Murray Bay, Que.
92,545 Salvail	Montreal.	Barge—Chd	1887 Yamaaska, Que.	107 7	22 7	8 4	108 Pierre Letendre, Yamaaska, Que.
107,301 Sam Slick	Windsor, N. S.	Schr—Glt	1898 Mt. Denison, N. S.	78 0	22 9	8 8	90 R. H. Burgess, Parrsboro', N. S.
116,447 San Juan	Shelburne	"	1904 Sable River, N. S.	57 3	18 0	8 1	42 Albert Pope, Stone Cove, Fortune Bay, Nfld.
103,334 Sancta Anna	Montreal.	Sloop	1894 Pierreville, Que.	116 8	24 8	10 1	228 Olivier Paul, fils, Ste. Anne-de-Sorel, Que.
97,015 Sand Fly	St. Catharines	Scow—Chd	1885 U. S. A.	45 2	20 0	3 1	28 W. Hand, Port Dalhousie, Ont.
88,525 Sandy	Hamilton	"	1886 Hamilton, Ont.	52 0	14 0	4 0	28 Oscar Matthews, M. O., Hamilton, Ont.
88,539 Sanford	Yarmouth	Schr—Glt	1884 Maitland, N. S.	45 5	14 8	5 8	20 W. A. Killam, Yarmouth, N. S.
74,401 Sara	Chatham, N. B.	"	1876 Shippigan, N. B.	35 0	11 3	4 4	11 Nazaire Noël, Shippigan, N. B.
88,296 Sara	Quebec	Yawl—Yole	1884 St. Laurent, Island of Orleans, Que.	28 5	11 2	4 0	8 Adeldard Patry, Beaumont, Que.
100,907 Sarah	Chatham, N. B.	"	1890 Caraque, N. B.	38 1	13 0	4 4	10 Mrs. Sarah Young and F. T. B. Young, J. O., Caraque, N. B.
*71,136 Sarah	Port Burwell	"	{ 1871 } Port Dover, Ont.	73 3	19 4	6 6	65 C. Graham, Kincardine, Ont.
†64,511 Sarah	St. John, N. B.	"	{ 1882 }	47 0	15 0	6 7	23 James Cosman, Meteghan River, N. S.
88,438 Sarah A. Townsend	Halifax	"	1884 Pugwash, N. S.	93 5	25 3	10 8	149 E. F. Garnier, North Sydney, N. S.
103,010 Sarah B.	"	"	1889 Caraque, N. B.	36 5	12 2	4 5	10 J. Le Bouthiller, Caraque, N. B.
61,907 Sarah D.	Liverpool	"	1870 Liverpool, N. S.	38 0	13 5	5 3	12 J. Hawbolt, Chester, N. S.
94,766 Sarah E. Ellis	St. John, N. B.	Schr—Glt	1889 Baxter's Harbour, N. S.	42 7	15 3	6 1	19 L. Houghton, Hall's Harbour, N. S.
86,493 Sarah H. Seeton	Shelburne	"	1883 Lockport, N. S.	80 0	23 0	8 9	95 Albert Garnier, St. George's Bay, Nfld.
75,639 Sarah Jane	St. Catharines	Barge—Chd	1872 Port Robinson, Ont.	131 0	24 5	9 5	238 J. S. Nesbitt, Sarnia, Ont.
100,746 Sarah Jane	Windsor, N. S.	Schr—Glt	1896 Baxter's Harbour, N. S.	40 0	14 0	5 6	15 Jas. D. Ellis, et al., Kingsport, N. S.

\* Formerly "Lucre Emma." † Foreign name "Romp"

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64,869	Sarah L. Oxner	Halifax	Schr—Glt	1872	Port Medway, N.S.	48 0	17 4	7 0	34	Edward D. Delory, et al., George- town, P.E.I.
103,252	Sarah M.	St. John, N.B.	"	1894	Black River, N.B.	69 0	23 0	5 8	77	R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W.	Halifax	"	1892	St. Margaret's Bay, N.S.	38 2	12 7	5 5	14	Hezekiah Wambout, Indian Harbour, N.S.
94,992	Sarah P. Ayer	Charlottetown	"	1869	Gloucester, Mass., U.S.A.	74 5	21 6	7 0	64	James S. Gordon, Alberton, P.E.I.
111,741	Saratoga	Lunenburg	"	1902	Mahone Bay, N.S.	86 8	22 9	9 8	92	Chas. U. Mader, Mahone Bay, N.S.
122,237	Sarsfield	Quebec	Barge—Chd	1907	Bay St. Paul, Que.	121 6	32 0	7 6	248	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
88,496	Saskatchewan	Winnipeg	Barge—Chd	1882	Winnipeg, Man.	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd., Winnipeg, Man.
117,190	Saturn	Chatham, N.B.	Schr—Glt	1906	New Bandon, N.B.	33 6	12 3	5 0	10	Dominic Blanchard, New Bandon, N.B.
122,048	Saucy Imp.	St. Andrews	Sloop.	1906	West Isles, N.B.	28 0	11 7	6 0	11	Charles Green, West Isles, N.B.
.....	Saucy Jack	Port Dover	Schr—Glt	1864	Sandusky Creek, O., U.S.A.	72 0	16 0	6 7	68	J. H. McDonald, Toronto, Ont.
100,800	Saucy Lass	Victoria	"	1892	Victoria, B.C.	57 4	19 8	8 2	38	Victoria Sealing Co., Ltd., Victoria, B.C.
103,070	Savitar	Yarmouth	Sloop.	1895	Boston, Mass., U.S.A.	26 3	10 0	2 9	3	C. T. Grantham, Yarmouth, N.S.
90,480	Savona	Maitland	Ship—3 m.	1891	South Maitland, N.S.	23 9	40 5	23 2	1584	M. Dickie, Truro, N.S.
103,581	Saxon	Chatham, N.B.	Schr—Glt	1890	Shippigan, N.B.	37 2	12 2	4 8	13	Philip Rive, Caraquet, N.B.

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100,797	Sayward No. 1.	Victoria	Barge—Chd	1893	Victoria, B.C.	73 0	27 5	6 0	101	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre	Lunenburg	Pgtn—Bkg't	1887	Lunenburg, N.S.	86 0	24 5	9 6	100	Zwicker & Co., Ltd., Lunenburg, N.S.
116,629	Scotia	Lunenburg	Schr—Glt	1905	La Have, N.S.	72 2	22 6	8 6	78	A. Burns, M.O., La Have, N.S.
112,828	Scotia Queen	Parrsboro'	"	1903	Fox River, N.S.	87 0	27 0	8 8	108	T. Dunsmore, Economy, N.S.
122,119	Scout	Sydney	Sloop	1907	Port Hawkesbury, N.S.	24 0	6 9	3 0	3	Arthur E. Nash, Sydney, C.B.
122,171	Scout No. 1	Port Arthur	Scow—Chd	1903	Port Arthur, Ont.	96 0	19 0	7 0	87	The Great Lakes Dredging Co. Ltd., Port Arthur, Ont.
111,655	Scow No. 1	Montreal	"	1901	Hawkesbury, Ont.	138 0	31 4	6 8	263	Riordan Paper Mills, Ltd., Merritton, Ont.
111,657	Scow No. 2	"	"	1901	"	138 6	31 5	6 8	251	"
122,238	Scow No. 2	Montreal	"	1906	Montreal, Que.	109 0	28 0	7 1	172	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,172	Scow No. 2	Port Arthur	"	1903	Port Arthur, Ont.	73 0	22 0	7 0	112	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
111,658	Scow No. 3	Montreal	"	1901	Hawkesbury, Ont.	103 8	24 1	6 6	138	Riordan Paper Mills, Ltd., Merritton, Ont.
122,269	Scow No. 3	"	"	1903	Montreal, Que.	97 2	25 1	6 0	119	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,947	Scow No. 4	St. Catharines	"	1901	Buffalo, N.Y., U.S.A.	89 5	34 2	10 3	282	Michael J. Hogan, Quebec, Que.
122,270	Scow No. 6	Montreal	"	1906	Grenville, Que.	103 7	30 0	6 4	165	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,401	Scow No. 7	Montreal	"	1906	Montreal, Que.	107 4	30 6	6 4	171	"
122,402	Scow No. 8	Montreal	"	1907	Montreal, Que.	109 2	29 4	6 8	174	"
122,403	Scow No. 9	Montreal	"	1907	Montreal, Que.	109 6	29 0	6 9	175	"
112,011	Scow No. 28	Port Arthur	"	1891	Duluth, Minn., U.S.A.	104 0	26 5	11 0	230	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
112,012	Scow No. 29	"	"	1891	"	104 0	26 5	11 0	230	"
112,013	Scow No. 31	"	"	1891	"	72 0	22 0	6 0	82	"
121,710	Scow No. 36	Toronto	"	1905	Toronto, Ont.	124 5	32 2	10 5	421	"
121,841	Scow No. 37	"	"	1905	Toronto, Ont.	124 5	32 2	10 5	421	"
72,092	Scud	Chatham, N.B.	Schr—Glt	1876	Richibucto, N.B.	52 0	17 8	6 6	28	Robert Cochran, Richibucto, N.B.
100,433	Scud	Moncton	"	1891	Hopewell, N.B.	34 8	12 1	5 1	11	C. W. Edgett, M.O., Moncton, N.B.
100,082	Scud	St. John, N.B.	"	1891	French Lake, N.B.	63 7	20 4	5 4	56	H. S. Upton, French Lake, Sunbury Co., N.B.

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85,737	Seylla.....	Halifax.....	Schr—Glt.....	1883	Mahone Bay, N.S.....	83 8	24 0	9 0	96	Ishmael Naughts, Liscomb, N.S.
59,928	Sea Bird.....	Chatham, N.B.....	".....	1892	Shippigan, N.B.....	34 0	12 1	5 0	10	W. S. Loggie, Co., Ltd., Chatham, N.B.
97,042	Sea Bird.....	Halifax.....	".....	1893	Chezetcook, N.S.....	38 2	13 7	5 8	17	Louis Murphy, Ship Harbour, N.S.
	Sea Bird.....	Kingston.....	".....	1897	Battersea, Ont.....	91 8	21 9	7 7	121	Mary A. Cameron, Picton, Ont.
59,200	Sea Bird.....	St. John, N.B.....	".....	1898 1893	Greenwich, N.B.....	76 3	26 7	7 3	80	J. D. Andrews, Westfield, N.B.
116,938	Sea Bird.....	Victoria.....	".....	1906	Masset, B.C.....	36 0	12 0	7 0	15	Andrew Brown, Massett, B.C.
100,901	Sea Flower.....	Chatham, N.B.....	".....	1892	Carquet, N.B.....	37 0	12 7	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Carquet, N.B.
100,914	Sea Flower.....	".....	".....	1892	".....	36 0	12 2	5 3	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
59,322	Sea Flower.....	St. John, N.B.....	".....	1870	St. George, N.B.....	34 0	12 4	5 0	11	James Thompson, Chance Harbour, N.B.
75,724	Sea Foar.....	Barrington.....	".....	1878	Salmon River, N.S.....	70 7	23 0	8 5	75	The Cape Sable Packing Co., Ltd., et al., Yarmouth, N.S.
96,926	Sea Foam.....	Chatham, N.B.....	".....	1890	Malpeque, P.E.I.....	37 5	13 6	5 6	15	M. Lantaigne, Carquet, N.B.
88,284	Sea Foam.....	St. Andrews.....	".....	1874	Briar Island, N.S.....	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.
122,043	Sea Foam.....	".....	Sloop.....	1898	West Isles, N.B.....	28 0	12 8	6 0	14	Milford C. Kent, Grand Manan, N.B.
100,314	Sea Fox.....	Yarmouth.....	Schr—Glt.....	1892	Shelburne, N.S.....	74 5	15 8	5 6	19	W. C. Newcombe, Hopewell Cape, N.B.



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90,474	Sea Gull	Maitland	Schr—Glt	1889	Urbana, N.S.	55 0	16 9	4 5	26	R. S. Watson, Admiral Rock, N.S.
51,969	Sea Hound	Liverpool	"	1866	Tusket Wedge, N.S.	51 0	16 5	5 8	32	Mrs. Sophia McKenzie, Jordan Bay, N.S.
94,747	Sea King	St. John, N.B.	"	1888	Cambridge, N.B.	53 3	20 6	5 7	33	W. H. Greer, St. John, N.B.
71,308	Sea Mow	Richibucto	"	1882	Rexton, N.B.	32 2	12 2	4 6	10	John Doucette, Rexton, N.B.
116,289	Sea Nymph	Halifax	"	1903	Sherbrooke, N.S.	71 5	20 5	9 0	77	Geo. Murdoch, <i>et al.</i> , Sherbrooke, N.S.
107,189	Sea Pearl	Charlottetown	"	1899	Lower Montague, P.E.I.	33 9	12 6	5 9	11	Augustine Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink	St. Andrews	"	1878	Briar Island, N.S.	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.
92,622	Sea Queen	Lunenburg	"	1883	Mill Cove, N.S.	43 0	15 6	6 0	21	George D. Young, Mill Cove, N.S.
112,390	Sea Queen	Sydney	"	.....	.....	60 2	19 4	7 0	36	Daniel Jackson, North Sydney, N.S.
37,612	Sea Slipper	Charlottetown	"	1858	Mahone Bay, N.S.	50 3	17 4	7 8	41	Henry Hayden, Pictou, N.S.
100,616	Sea Slipper	Shelburne	"	1891	Green Harbour, N.S.	32 6	12 8	5 1	11	James Enslow, <i>sr.</i> , Green Harbour, N.S.
98,731	Sea Star	Chatham, N.B.	"	1889	Shippigan, N.B.	35 7	12 8	4 8	13	Joseph Savoy, Shippigan, N.B.
75,686	Sea Star	Quebec	"	1877	Betchouan, Que.	57 4	19 5	8 0	52	Alphonse Blouin, St. Jean, D'Orleans, Que.
122,082	Sea View	Charlottetown	"	1906	Sea View, P.E.I.	37 4	13 7	5 5	13	Stanford Pickering, M.O., Sea View, P.E.I.
74,255	Seabird	Quebec	"	1875	St. Jean des Chaillons, Que.	80 8	22 8	8 5	104	Gaspard Dorion, Château Richer, Que.
100,255	Seafire	Halifax	"	1889	Little Harbour, N.S.	37 0	12 4	6 0	12	Howard S. Munroe, White Head, N.S.
121,694	Seaton L.	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	33 0	11 4	6 0	12	Nehemiah M. Smith, Clarke's Harbour, N.S.
88,229	Seaway	Halifax	Schr—Glt	1884	Chezetcook, N.S.	43 8	15 2	6 4	22	Gabriel Murphy, Chezetcook, N.S.
100,471	Secret	Lunenburg	"	1892	Lunenburg, N.S.	78 5	24 1	9 0	76	J. A. Mathieson, Charlottetown, P.E.I.
100,085	Selina	St. John, N.B.	"	1892	St. Martin's, N.B.	71 3	23 2	6 2	60	C. T. White, Alma, N.B.
103,057	Selkirk	Montreal	"	1894	Kingston, Ont.	133 3	34 5	14 5	719	Montreal Transportation Co., Ltd., Montreal, Que.
* 100,802	Selma	Victoria	"	1893	Victoria, B.C.	50 5	13 8	6 8	21	Christopher Lee, Victoria, B.C.
121,878	Selma	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	35 0	11 3	7 0	14	Angus Cotreau, M.O., Tusket Wedge, N.S.
92,341	Scandia	Quebec	Schr—Glt	1887	Grandes Bergeronnes, Que.	52 0	18 4	7 0	41	Mederic Desbiens, Isle aux Coudres, Que.
80,698	Senator	Montreal	Barge—Chd	1882	Kingston, Ont.	150 7	26 8	9 5	308	Montreal Transportation Co., Ltd., Montreal, Que.

\* Formerly steamer 'Shelby.'

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Grément.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>m</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>m</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>m</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, — et adresse.
88,279	Senator.....	St. Andrews .....	Schr—Glt .....	1831	Essex, Mass., U.S.A. ....	49 5	17 0	7 0	33	John W. Tincker, West Isles, N.B.
103,774	Senator Snowball....	Chatham, N.B. ....	" .....	1897	Chatham, N.B. ....	53 2	17 7	7 4	31	R. R. Call, Newcastle, N.B.
85,457	Senecal.....	Quebec.....	Sloop.....	1883	Quebec, Que .....	60 0	19 0	5 7	38	J'aul Barette, jr., Mille Vaches, Que.
100,323	Senora.....	Yarmouth.....	Schr—Glt .....	1883	Pubnico, N.S. ....	78 2	22 9	8 4	85	M. A. Surette, et al., Pubnico, N.S.
96,871	Sophie.....	Goderich.....	" .....	1889	Goderich, Ont .....	136 0	27 6	10 1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Serene.....	Parrsboro'.....	" .....	1868	Pubnico, N.S. ....	69 0	21 0	8 0	54	C. Augustus Lamb, Parrsboro, N.S.
122,108	Seretha .....	Yarmouth.....	Sloop.....	1905	Shelburne, N.S. ....	30 0	10 6	6 0	10	Samuel N. Atkinson, Cape Island, N.S.
46,182	Seven Brothers .....	Quebec.....	Schr—Glt .....	1863	Bay St. Paul, Que .....	46 0	16 5	7 0	28	A. Renand, Bay St. Paul, Que.
88,646	Severn .....	Charlottetown .....	Bktn—Bkgt. ....	1884	Egmont Bay, P.E.I. ....	146 6	29 1	15 9	397	Colin G. Wyllie, London, Eng.
103,215	Severn.....	Ottawa.....	Scow—Chd. ....	1890	Buckingham, Que. ....	50 0	14 4	4 3	16	G. Bothwell, Buckingham, Que.
85,448	Severn .....	Windsor, N.S. ....	Schr—Glt .....	1884	Newport, N.S. ....	148 0	32 6	15 9	446	Edward F. Hutchings, New York, N.Y., U.S.A.
107,762	Shamrock .....	Charlottetown .....	" .....	1902	Alberton, P.E.I. ....	56 6	16 7	6 7	27	Charles J. Stright, Victoria, Lot 29, P.E.I.
111,480	Shamrock .....	Halifax.....	" .....	1902	Beckerton, N.S. ....	48 7	15 2	7 2	23	Alfred Vigneau, M.O., Amherst, N.S.
116,286	Shamrock .....	" .....	" .....	1903	Chesetcook, N.S. ....	52 2	16 0	6 7	30	Peter Ferguson, Chesetcook, N.S.

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107,963 Shamrock	Lunenburg	Schr—Glt	1900 Lunenburg, N.S.	90 4	24 3	9 3	89 Adam Knickle, M.O., Lunenburg, N.S.
100,346 Shamrock	Maitland	"	1902 Maitland, N.S.	68 5	20 3	7 6	53 Wm. D. Lawrence, Maitland, N.S.
125,996 Shamrock	Quebec	"	1907 Montmagny, Que.	94 8	26 3	5 4	81 The Price Brothers & Co., Ltd., Quebec, Que.
122,041 Shamrock	St. Andrews	Sloop	1901 Grand Manan, N.B.	33 0	11 0	5 0	10 Ward S. Foster, Grand Manan, N.B.
112,386 Shamrock	Sydney	Schr—Glt	1903 Ingonish, N.S.	38 0	12 0	4 6	11 Robt. D. Nutter, Glace Bay, N.S.
107,334 Shamrock	Yarmouth	Sloop	1899 Pubnico, N.S.	38 0	12 4	7 0	17 Rudolf Thurber, et al., Freeport, N.S.
116,338 Shamrock III	Ottawa	Barge—Chd	1903 Barry's Bay, Ont.	50 0	11 5	3 0	70 Ontario Corundum Co., Ltd., Ottawa, Ont.
122,303 Shannon	Lunenburg	Schr—Glt	1907 La Have, N.S.	66 4	21 3	7 8	63 James Bell, M.O., Dublin Shore, N.S.
111,556 She Said No.	St. Andrews	Sloop	1888 Pembroke, Me., U.S.A.	28 0	12 0	5 6	11 Samuel Lakeman, Grand Manan, N.B.
74,237 Sheba	Montreal	Barge—Chd	1873 St. Marcel, Que.	71 7	20 4	5 0	44 Hilaire Cartier, St. Louis, Que.
100,418 Shepherd Boy	Ottawa	Sloop	1893 Ottawa, Ont.	83 6	21 0	5 3	62 T. H. Kirby, Ottawa, Ont.
117,118 Shinyei Maru	Vancouver	Schr—Glt	1905 Bowen Island, B.C.	66 0	16 6	6 0	45 H. Ours, Steveston, B.C.
111,734 Sidney	Victoria	Barge—Chd	1900 Everett, Wash., U.S.A.	158 0	36 0	5 4	203 John Hendry, Vancouver, B.C.
111,413 Sigdrifa	Lunenburg	Sloop	1877 Boston, Mass., U.S.A.	35 7	11 6	6 6	13 John S. Wells, Whithead, N.S.
85,535 Sigefroi	Yarmouth	Schr—Glt	1883 Tusket Wedge, N.S.	61 6	18 9	7 0	41 A. D. Giffin, Lockeport, N.S.
103,376 Sigurros	Winnipeg	"	1893 Icelandic River, Man.	51 0	12 5	4 8	21 Kristyon Finnson, Icelandic River, Man.
112,023 Silver Bell	Canoe	"	1903 Tor Bay, N.S.	37 0	13 6	6 0	14 George Schrader, Tor Bay, N.S.
59,357 Silver Bell	St. Andrews	"	1874 Campo Bello, N.B.	30 5	12 0	5 5	13 Peter Mullock, Campo Bello, N.B.
112,329 Silver Leaf	Parrsboro'	"	1903 Spencer's Island, N.S.	190 7	31 8	12 3	283 Johnson Spicer, et al., Spencer's Island, N.S.
100,991 Silver Moon	Chatham, N.B.	"	1893 Shippigan, N.B.	37 4	13 0	5 0	14 W. S. Loggie Co., Ltd., Chatham, N.B.
122,085 Silver Spray	Charlottetown, P.E.I.	"	1907 Montague, P.E.I.	35 6	13 9	5 6	16 William Johnstone, Montague, P.E.I.
103,733 Silver Spray	Parrsboro'	"	1897 West Bay, N.S.	31 6	11 9	4 4	9 George Mowatt, et al., J.O., Ste. Croix, N.B.
116,656 Silver Spray	Yarmouth	Sloop	1904 Yarmouth, N.S.	39 0	12 0	5 6	11 Chas. O. Nickerson, Yarmouth, N.S.
116,655 Silver Star	Maitland	Schr—Glt	1907 Lower Selmah, N.S.	88 9	26 2	7 9	99 Andrew M. Anthony, Lower Selmah, N.S.
116,884 Silver Swan	Arichat	"	1904 Larry's River, N.S.	40 0	14 6	6 6	20 Joseph Bonnebie, M.O., Larry's River, N.S.

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88,272	Simeon H. Ball	St. Andrews	Schr—Glt	1880	Eastport, Me., U.S.A.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.
77,629	Singapore	Kingston	"	1878	Kingston, Ont	106 0	25 4	9 9	186	J. C. Sutherland, Goderich, Ont.
75,632	Sir C. T. Van Straubenzie	St. Catharines	Bktn—Bkgt	1875	St. Catharines, Ont	127 7	26 2	13 0	317	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
100,788	Sir Charles	Chatham, N.B.	Schr—Glt	1887	Caraquet, N.B.	86 5	12 3	4 5	11	Mrs. Sarah Young and F.T.B. Young, J.O., et al., Caraquet, N.B.
107,731	Sir Hector	Kingston	Dredge—Drague	1883	Point Lévis, Que.	106 8	34 7	7 0	183	W. J. Poupore, Montreal, Que.
107,433	Sir John	St. Andrews	Sloop	1882	Grand Manan, N.B.	31 2	11 3	5 0	11	Hiram Morse, Grand Manan, N.B.
97,064	Sir John A. McDonald	Charlottetown	Schr—Glt	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	C. W. Anderson, Sherbrooke, N.S.
107,186	Sir Louis	"	"	1898	Malpeque, P.E.I.	78 5	23 2	8 9	86	Peter McNutt, Darnley, P.E.I.
107,327	Sir Wilfred	Halifax	"	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.
85,402	Sir Wilfrid	Amherst	"	1903	Magdalen Islands, Que.	63 6	19 9	7 3	51	Amedes Cyr, Magdalen Islands, Que.
*42,967	Sir Wilfrid	Pickou, N.S.	"	1893 { 1900	Murray Harbour, P.E.I.	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.
100,703	Sirdar	"	Bktn—Bkgt	1899	River John, N.S.	145 0	35 6	15 7	498	Charles H. McLennan, et al., River John, N.S.
69,599	Siren	Montreal	Barge—Chd	1874	Point Lévis, Que.	137 3	30 0	9 9	307	Montreal Transportation Co., Ltd., Montreal, Que.
116,706	Sirene	Quebec	Schr—Glt	1904	Grande Baie, Que.	65 4	21 2	7 0	64	William Tremblay, Malbair, Que.

\* Formerly "Daniel."

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100,059	Sirocco	St. John, N.B.	Schr—Glt	1891 St. Martin's, N.B.	129 5	32 3	10 3	238	Howard D. Troop, <i>et al.</i> , St. John, N.B.
85,645	Sissie Belle	Halifax	"	1883 Conquerall, N.S.	53 0	17 8	7 5	40	Joseph F. David, Port Félix, N.S.
.....	Six (6)	Montreal	Barge—Chd	1872 Pierreville, Que	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.
.....	Six (6)	Montreal	"	1870 Pierreville, Que	94 0	18 8	6 0	104	Adolphe Gatién, Hull, Que.
100,733	Skoda	Windsor, N.S.	Bktn—Pkglt	1893 Kingsport, N.S.	168 0	37 0	16 0	658	The Bktn. Skoda Co., Ltd., Wolfville, N.S.
100,880	Skylark	St. John, N.B.	Schr—Glt	1893 Westfield, N.B.	51 5	15 4	3 1	21	J. L. Belyea, St. John, N.B.
72,711	Sligo	St. Catharines	"	1874 St. Catharines, Ont.	137 0	23 0	11 8	284	Archibald McInnes, Windsor, Ont.
103,286	Snipe	Chatham, N.B.	"	1895 Shippigan, N.B.	36 5	12 7	4 8	11	T. Ahier, Shippigan, N.B.
78,035	Snow Ball	Chatham, Ont.	"	1881 Chatham, Ont.	60 0	9 0	3 0	23	A. Morrison, Tilbury East, Ont.
37,523	Sn w Drop	Liverpool	"	1858 Shelburne, N.S.	52 5	16 0	6 8	30	John Snow, Port la Tour, N.S.
69,179	Snow Queen	Quebec	"	1873 " "	71 4	20 2	7 8	55	Jos. Leveque, Chicoutimi, Que.
100,982	Snowdrop	Chatham, N.B.	"	1888 Caraque, N.B.	35 0	12 2	5 0	11	C. Robin, Colles Co., Ltd., Jersey.
116,678	Solitaire	St. Andrews	Sloop	1895 North Head, N.B.	27 0	12 2	6 0	13	Herman Green, Grand Manan, N.B.
116,811	Sophia J. Luff	Quebec	Schr—Glt	1896 Marine City, Michigan, U.S.A.	140 3	26 1	10 4	252	M. J. and W. J. Hackett, Quebec, Que.
116,956	Sophia Minch	Sarnia	"	1873 Vermilion, U.S.A.	180 0	32 0	12 0	538	Walter J. Colwell, Sarnia, Ont.
112,289	Souvenir	Digby	"	1903 Meteghan River, N.S.	51 5	15 8	6 7	27	L. H. Outhouse, Tiverton, N.S.
85,743	Souvenir	Quebec	Sloop	1883 St. Jean, Island of Orleans, Que.	40 3	15 2	5 4	19	Francois Degragné, Ile aux Coudres, Que.
100,313	Souvenir	Yarmouth	Schr—Glt	1892 Pubnico, N.S.	75 4	22 0	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
75,606	Sovereign	Halifax	"	1878 Digby, N.S.	54 4	17 4	6 5	31	Raymond H. Corkum, Chester, N.S.
72,568	Sovereign	Kingston	Sloop	1876 Kingston, Ont.	83 4	18 3	4 8	53	James Mullens, Belleville, Ont.
122,060	Spark	Chatham, N.B.	Schr—Glt	1907 New Bandon, N.B.	32 0	12 0	10 0	10	The William Fruing Co., Ltd., Shipigan Island, N.B.
59,370	Sparkling Billow	St. Andrews	"	1860 Edgcomb, Ma., U.S.A.	48 0	16 9	6 3	25	Geo. R. Batson, Campo Bello, N.B.
77,731	Sparmaker	St. John, N.B.	"	1879 Gilbert Cove, N.S.	45 0	17 5	6 0	24	Charles Newcombe, Parrsboro', N.S.
111,840	Sparrow	Digby	"	1902 Meteghan, N.S.	46 0	12 5	7 0	28	Moses Terrio, Meteghan, N.S.
112,108	Speculator	Lunenburg	"	1903 La Have, N.S.	92 0	24 5	9 4	99	James Wanbeck, <i>et al.</i> , La Have, N.S.

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77,956	Speed	Yarmouth	Schr—Glt	1880	Clementsport, N.S.	38 7	13 2	5 4	13	R. Nickerson, Hopewell Cape, N.B.
69,383	Speedwell	Gaspé	"	1876	Corner of Beach, Que.	48 5	15 3	7 3	34	Fred. A. Assella, New Carlisle, Que.
85,596	Speedwell	St. John, N.B.	"	1883	Chipman, N.B.	78 4	26 4	6 9	83	Mrs. Ellen G. Driscoll, St. John, N.B.
100,978	Speedy	Chatham, N.B.	"	1888	Carquet, N.B.	36 0	12 2	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
42,438	Speedy	Gaspé	"	1872	Point St. Peter, Que.	69 7	20 4	8 6	65	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,610	Speedy	Sydney	"	1887	Burgo, Nfld.	30 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
116,746	Spindrift	Halifax	"	1905	Mahone Bay, N.S.	44 2	12 4	6 0	15	Albert Conrad, M.O., Rose Bay, N.S.
103,475	Spindrift	Victoria	"	1895	Esquimalt, B.C.	42 0	14 8	4 4	13	G. Bebbington, Esquimalt, B.C.
111,529	Spray	Digby	"	1901	Digby, N.S.	34 5	10 3	5 5	12	Edward C. Campbell, Digby, N.S.
107,810	Spray	St. John, N.B.	"	1900	Greenwich, N.B.	67 7	22 0	5 8	72	C. H. Gorham, et al., Greenwich, N.B.
103,253	Spring Bird	"	"	1893	Wickham, N.B.	40 4	14 1	4 2	19	A. W. Theall, Westfield, N.B.
77,971	Springvale	Victoria	"	1862	Port Townsend, Wash., U.S.A.	48 0	19 0	3 0	20	Springvale Water Co., Ltd., Victoria, B.C.
103,783	Springwood	Shelburne	"	1897	Lockeport, N.S.	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
121,672	Spud	Vancouver	Scoy—Chd.	1904	New Westminster, B.C.	50 0	22 0	5 4	51	J. A. Groll, New Westminster, B.C.

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94,997	Spy	Charlottetown	Schr—Glt	1889	Pinette, P.E.I.	57	7	16	5	6	3	35	Hezekiah Quinn, Pictou, N.S.
112,025	Squanto	Canso	"	1903	Spry Harbour, N.S.	40	0	12	2	6	2	13	Frank H. Hawes, Canso, N.S.
121,600	Squanto	Yarmouth	Sloop	1904	Cape Island, N.S.	33	0	11	4	6	0	11	A. L. Doucette, Tusket Wedge, N.S.
121,671	Squid	Vancouver	Scow—Chd	1906	New Westminster, B.C.	50	0	22	0	5	4	51	J. A. Croll, New Westminster, B.C.
72,950	Stadacona	Quebec	Schr—Glt	1875	Les Eboulements, Que.	85	1	24	0	10	4	132	V. Bouchard, Isle aux Coudres, Que.
	Stagbound	Montreal	Barge—Chd	1899	Riviere du Loup, Que.	103	4	21	5	7	6	139	Harbour Commissioners, Montreal, Que.
85,612	Standard	Halifax	Schr—Glt	1883	Parraboro', N.S.	72	1	25	4	6	6	65	Henry Beazley, M.O., Halifax, N.S.
100,963	Stanley	Chatham, N.B.	"	1892	Caracquet, N.B.	34	0	12	3	4	4	10	P. Rive, Caracquet, N.B.
103,087	Stanley	"	"	1893	"	34	0	12	5	4	8	10	Amée Chaisson, Island River, N.B.
111,744	Stanley	Lunenburg	"	1902	Chester Bay, N.S.	94	8	24	2	9	6	100	Thos. A. Wilson, Bridgewater, N.S.
97,133	Stanley	Quebec	Sloop	1891	Montuagny, Que.	61	2	18	6	5	7	34	Jacques Mercier, jr., Montuagny, Que.
125,992	Stanley	Quebec	Barge—Chd	1907	St. Alexis, Que.	106	0	22	5	7	8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
125,961	Stanley L.	Parraboro'	Schr—Glt	1907	Apple River, N.S.	41	5	15	7	5	6	19	John R. Lewis, Apple River, N.S.
90,843	Stanley Mac.	Charlottetown	"	1889	Isaac's Harbour, N.S.	80	0	23	3	10	0	99	C. Lyons, Charlottetown, P.E.I.
69,193	Star	Halifax	"	1874	Mahone Bay, N.S.	55	0	18	2	6	8	33	David Goyette, Cape Hogan, N.S.
	Star	Montreal	Barge—Chd	1872	Quebec, Que.	136	3	26	0	9	9	321	Montreal Transportation Co., Ltd., Montreal, Que.
103,155	Star	Vancouver	"	1895	Vancouver, B.C.	34	9	11	2	4	2	9	Geo. H. Price, Vancouver, B.C.
53,600	Starlight	Halifax	"	1865	Chezetcook, N.S.	47	7	16	0	6	8	29	Abram H. Young, East Chezetcook, N.S.
100,325	Starlight	Yarmouth	"	1899	Argyle, N.S.	32	0	12	6	5	0	10	J. Goodwin, Argyle, N.S.
103,193	Starle	Halifax	Schr—Glt	1894	Port Mouton, N.S.	34	0	12	2	5	6	11	Théotime Blanchard, Caracquet, N.B.
103,359	Steadfast	Quebec	"			58	8	18	2	6	7	40	M. Saingelais, Les Escoumains, Que.
88,465	Stella	Arichat	"	1893	River Bourgeoise, N.S.	64	3	18	3	7	3	46	Andrew Landry and Amie Langlois, Desouise, N.S.
111,903	Stella	"	"	1901	"	34	3	11	5	5	0	14	Camille Boucher, River Bourgeoise, N.S.
107,188	Stella	Charlottetown	"	1899	Rollo Bay, P.E.I.	40	0	13	9	5	4	15	P. P. Delaney, Magdalen Islands, Que.
83,500	Stella	Liverpool	"	1893	Port Mouton, N.S.	31	5	11	4	6	0	10	Joseph Winters, Liverpool, N.S.

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Official Number. N <sup>o</sup> méro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment	Rig. Gréement.	Built—Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,860	Stella .....	Shelburne .....	Schr—Glt .....	1896	Shelburne, N.S. ....	76 0	21 5	10 0	77	John J. Rose, Harbour Breton, Nfld.
100,763	Stella .....	Toronto .....	Sloop .....	1892	Oakville, Ont. ....	30 7	11 5	4 5	5	R. W. Eyre and A. B. Holcroft, J. O., Toronto, Ont.
111,491	Stella Marie .....	Quebec .....	Schr—Glt .....	1899	Les Ecureuils, Que. ....	80 0	22 6	6 9	80	Napoléon Martin, Les Ecureuils, Que.
103,767	Stella Maria .....	Chatham, N.B. ....	" .....	1896	Caracquet, N.B. ..	38 5	14 0	4 8	19	J. N. Le Bouthilier Caracquet, N.B.
72,943	Stella Maria .....	Quebec .....	" .....	1875	St. Antoine, Que. ....	71 9	22 0	7 0	70	Germain Harvey, Isle aux Coudres, Que.
73,976	Stella Maria .....	" .....	" .....	1887 1890	" .....	62 4	20 8	5 9	44	Joseph Dussault, Les Ecureuils, Que.
80,763	Stella Maria .....	Quebec .....	" .....	1890	Esquimaux Point, Que. ....	61 6	20 5	7 8	51	Louis Castonguay, jr., Matane, Que.
112,038	Stella Maria .....	" .....	" .....	1902	Manicouagan, Que. ....	55 8	17 0	6 0	32	Eusèbe Godreau, Manicouagan, Que.
69,601	Stella Matutina .....	" .....	" .....	1873	Ste. Emélie, Que. ....	84 7	21 5	6 9	75	A. Harvey, St. Thomas, Montmagny, Que.
100,076	Stella Maud .....	St. John, N.B. ....	" .....	1891	Waterborough, N.B. ..	80 3	26 8	7 5	99	Chas. S. Smith, St. Martin's, N.B.
100,444	Stella May .....	Canoe .....	" .....	1895	Canoe, N.S. ....	39 0	11 4	6 1	12	James Meagher, Canoe, N.S.
116,750	Stella R. ....	Halifax .....	" .....	1905	Ship Harbour, N.S. ....	45 5	13 8	5 4	13	David T. Leslie, Spry Bay, N.S.
122,487	Stephen P. Grogan .....	Quebec .....	Barge—Chd .....	1907	St. Alexis, Que. ....	106 0	22 5	7 8	162	John C. Kaine, Quebec, Que.
121,986	Stewart .....	Victoria .....	" .....	1907	White Horse, Y.T. ....	105 5	34 5	5 5	106	The British Yukon Navigation Co., Ltd., Vancouver, B.C.



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Stone Lifter	Montreal	Barge—Chd	1859 Montreal, Que.	64 1	22 7	6 0	67 Harbour Commissioners, Montreal, Que.
90,648 Stranger	Barrington	Schr—Glt	1885 Argyie, N.S.	46 0	14 3	5 8	20 L. J. Penney and C. Penney, Cape Island, N.S.
96,809 Stranger	Halifax	"	1891 Ship Harbour, N.S.	49 8	17 3	7 0	36 Robert Carter, Ship Harbour, N.S.
100,832 Stranger	Lunenburg	Bktn—Bkgt	1893 Bridgewater, N.S.	149 3	34 8	15 6	540 T. A. Wilson, Bridgewater, N.S.
107,325 Strathcona	Halifax	Schr—Glt	1900 Bay St. George, Nfld.	51 2	15 3	7 0	27 Walter LeRoux, Bay St. George, Nfld.
111,407 Strathcona	Lunenburg	"	1900 Lunenburg, N.S.	90 4	24 3	9 3	89 Freeman Anderson, Lunenburg, N.S.
112,057 Strathcona	Windsor, N.S.	"	1902 Mount Denison, N.S.	126 6	29 8	10 7	251 H. H. Greeno, Cheverie, N.S.
100,337 Strathern	Maitland	Bk—Bq	1893 Maitland, N.S.	212 8	38 8	23 5	1272 The Strathern Shipping Co., Ltd., Halifax, N.S.
90,477 Strathiala	"	"	1890 Maitland, N.S.	202 8	38 6	23 5	1280 A. Putman, Halifax, N.S.
107,185 Stroller	Charlottetown	Schr—Glt	1898 Port Hawkesbury, N.S.	37 3	12 5	5 5	12 Mrs. M. A. Marshall, Point Tupper, N.S.
*72,964 Stuart H. Dunn	Toronto	"	{ 1877 Marysburgh, Ont. 1889 }	164 8	26 8	12 7	438 R. L. McCormack, Toronto, Ont.
103,940 Stuart L.	Chatham, N.B.	"	1898 Chatham, N.B.	58 5	19 9	8 2	48 W. S. Loggie Co., Ltd., Chatham, N.B.
107,770 Success	Charlottetown	"	1903 St. Peter's Bay, P.E.I.	38 0	12 6	5 0	15 Robert McKenzie, Cable Head West, P.E.I.
94,675 Success	Halifax	"	1889 Spry Bay, N.S.	40 2	15 2	5 7	16 Robert J. Lealie, Halifax, N.S.
107,281 Success	Paspébiac	"	1900 Liverpool, N.S.	112 0	27 4	11 0	199 J. C. LeQueune, et al., Paspébiac, Que.
85,302 Sultan	Montreal	Barge—Chd	1883 Montreal, Que.	104 6	22 4	7 1	150 Dickson, Anderson, Montreal, Que.
92,694 Sultan	Winnipeg	"	1889 Fort Frances, Ont.	65 5	14 2	5 2	32 The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
122,561 Sultana	Peterboro'	"	1907 Gore's Landing, Ont.	63 5	16 0	3 9	29 Wilbert Harris and Daniel McAllister, Gore's Landing, Ont.
122,066 Sunbeam	Chatham, N.B.	Schr—Glt	1907 Shippigan Island, N.B.	38 6	13 2	12 0	14 The William Fruing Co., Ltd., Shipigan Island, N.B.
74,018 Sunbeam	Halifax	"	1876 Mahone Bay, N.S.	71 6	22 4	8 9	74 John S. Eviatt, Bay of Islands, Newfoundland.
107,076 Sunol	St. John, N.B.	Sloop	1893 St. John, N.B.	27 0	10 5	3 9	6 W. G. Stratton, et al., St. John, N.B.
96,962 Sunrise	Yarmouth	Schr—Glt	1890 Jordan River, N.S.	42 0	14 3	6 7	18 James E. Crosby, Yarmouth, N.S.
61,404 Superb	Chatham, N.B.	"	1871 Shippigan, N.B.	39 6	13 8	4 6	14 E. Robichaud, Shippigan, N.B.
103,826 Superbe	Paspébiac	"	1903 Petit Rocher, N.B.	39 5	10 9	4 3	12 J. B. E. Roy, Petit Rocher, N.B.
64,954 Supérieure	Quebec	Barge—Chd	1870 Champlain, Que.	101 5	22 0	7 9	119 Joseph Durand, Champlain, Que.

\* Formerly "W. R. Taylor."

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111,845	Superior .....	Chatham, N.B. ....	Schr—Glt .....	1901	Caracquet, N.B. ....	40 0	13 1	5 5	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
121,814	Surge .....	Digby .....	Sloop .....	1906	Gilbert's Cove, N.S. ....	37 0	14 6	5 4	17	Joseph D. White, Gilbert's Cove, N.S.
74,213	Surprenant .....	Montreal .....	" .....	1874	Pierreville, Que. ....	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,448	Surprise .....	Canso .....	Schr—Glt .....	1898	Canso, N.S. ....	40 8	13 8	6 7	15	John J. Meagher, Canso, N.S.
92,745	Surprise .....	Charlottetown .....	" .....	1893	Port Elgin, N.B. ....	46 5	13 5	6 2	18	J. H. Pigeon, French River, New London, P.E.I.
103,772	Surprise .....	Chatham, N.B. ....	" .....	1894	Caracquet, N.B. ....	36 0	11 9	4 8	10	T. Blanchard, Caracquet, N.B.
75,433	Susan .....	Windsoor, N.S. ....	" .....	1877	Kempt, N.S. ....	43 6	14 8	6 3	19	Jeremiah Dexter, Cheverie, N.S.
85,390	Susan C. ....	Barrington .....	" .....	1883	St. Margaret's Bay, N.S. ....	44 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.
69,433	Susan King .....	Charlottetown .....	" .....	{ 1875 1891	{ Tatamagouche, N.S. .... Port Elgin, N.B. ....	53 6	16 9	5 3	28	S. Vanamber, et al., North Port, N.S.
100,274	Susie N. ....	Windsoor, N.S. ....	" .....	1892	Hall's Harbour, N.S. ....	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,307	Susie Pearl .....	St. John, N.B. ....	" .....	1887	Waterborough, N.B. ....	75 8	24 7	6 8	75	Joshua Prescott, Sussex, N.B.
100,524	Suva .....	Parraboro' .....	" .....	1893	Port Greville, N.S. ....	72 0	20 4	7 6	69	A. Falkner, Parraboro', N.S.
80,866	Swallow .....	Charlottetown ..	" .....	1885	Wallace, N.S. ....	48 7	17 7	6 6	29	W. H. Aitken, Charlottetown, P.E.I.
103,006	Swallow .....	Chatham, N.B. ....	" .....	1893	Shippigan, N.B. ....	34 0	12 2	4 6	11	T. Ahier, Shippigan, N.B.

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108,947 Swallow .....	Chatham, N.B.	Schr—Glt	1899Caraget, N.B.	37 0	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
83,003 Swallow .....	Port Hawkesbury	"	1880Margaree, N.S.	38 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.
96,752 Swallow .....	St. John, N.B.	"	1889Chipman, N.B.	81 6	26 3	7 2	90	Alfred Ella, St. John, N.B.
90,431 Swan .....	Barrington	Schr—Glt	1889Port LaTour, N.S.	33 5	12 2	4 9	10	George Smith, Port La Tour, N.S.
103,762 Swan .....	Chatham, N.B.	"	1896Caraget, N.B.	38 1	13 0	4 8	48	T. Abier, Shippigan, N.B.
100,609 Swan .....	Digby	"	1893Shelburne, N.S.	73 0	19 2	7 5	56	Milton and Edwin Haines, Freeport, N.S.
122,075 Swan .....	Toronto	Scow—Chd	1906Huntsville, Ont.	48 0	18 3	3 3	66	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
116,888 Swanbild .....	Halifax	Schr—Glt	1904Cape George, N.S.	62 0	19 2	8 5	52	Frederick W. Bissett, Halifax, N.S.
122,111 Sweet Home .....	Sydney	"	1906Sydney, N.S.	38 8	13 5	5 1	14	John Marshall, Sydney, N.S.
124,064 Sweet Marie .....	Charlottetown	"	1907Charlottetown, P.E.I.	75 8	21 3	7 0	77	Michael P. Hogan, Charlottetown, P.E.I.
100,986 Swift .....	Chatham, N.B.	"	1888Caraget, N.B.	35 6	12 6	5 0	11	Chas. DeGruchy, Caraget, N.B.
90,403 Swift Current .....	Charlottetown	"	1885St. Margaret's Bay, N.S.	64 8	22 0	7 8	65	John J. Beck and James H. C. Beck, Murray River, P.E.I.
103,761 Swing .....	Chatham, N.B.	"	1893Caraget, N.B.	34 6	12 3	4 8	11	Agapit Albert, Caraget, N.B.
*107,523 Sybil .....	Victoria	Barge—Chd	1893Victoria, B.C. 1904White Horse, Y.T.	101 0	28 3	4 2	99	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
72,933 Sylvester Neelon .....	St. Catharines	Schr—Glt	1875St. Catharines, Ont.	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
111,822 T. J. K. 1 .....	Vancouver	Scow—Chd	1901Vancouver, B.C.	72 0	21 0	5 0	59	James S. Emerson, Vancouver, B.C.
116,460 T. J. K. No. 2 .....	Victoria	"	1903 "	98 0	30 0	5 7	143	The Vancouver Portland Cement Co., Ltd., Toronto, Ont.
54,080 T. W. S. Greaser .....	Digby	Schr—Glt	1866La Have, N.S.	51 0	17 4	7 2	30	Andrew Coggins, et al., Westport, N.S.
77,836 T. W. Smith .....	Halifax	"	1879Chezzetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
116,885 T. Lilly .....	Aricbat	"	1903Port Felix, N.S.	33 8	10 9	5 2	10	Wm. Williams and Wm. Pert, J.O., Tor Bay, N.S.
75,528 T. Owens .....	Montreal	Barge—Chd	1874Montreal, Que.	94 0	19 2	5 7	90	The Charlemagne & Lac Ouareau LumberCo., Ltd., Charlemagne, Que.
103,614 Tadousac .....	Quebec	Sloop	1895Tadousac, Que.	53 5	17 9	4 9	41	Charles J. Lajoie, St. Fulgence, Que.

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121,988	Tahkeena.....	Victoria.....	Barge—Chd.....	1907	White Horse, Y.T.....	106 0	34 5	5 6	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,417	Taku.....	".....	".....	1903	Caribou, Y.T.....	60 0	15 0	4 0	66	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,764	Talmouth.....	Barrington.....	Schr—Glt.....	1897	La Have, N.S.....	92 8	24 4	10 0	100	Benj. C. Newell, M.O., Clarke's Har- bour, N.S.
*107,541	Taniwha.....	St. John, N.B.....	Sloop.....	1897	St. John, N.B.....	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
122,382	Tantalus.....	Victoria.....	Barge—Chd.....	1907	White Horse, Y.T.....	120 0	38 7	5 6	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
111,636	Tasmania.....	Lunenburg.....	Schr—Glt.....	1901	Lunenburg, N.S.....	94 3	24 9	9 8	99	Wm. C. Smith, M.O., Lunenburg N.S.
92,369	Tay.....	St. John, N.B.....	Schr—Glt.....	1887	Black River, N.B.....	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
61,411	Telegraph.....	Richibucto.....	".....	1869	Miramichi, N.B.....	39 3	13 5	5 8	20	John Jardine, jr., Rexton, N.B.
74,120	Telephone.....	Port Medway.....	".....	1877	Port Medway, N.S.....	73 3	20 7	8 3	70	J. Weston, Rexton, N.B.
59,387	Telephone.....	St. Andrews.....	".....	1877	St. Andrews, N.B.....	43 0	15 2	6 1	19	Wm. Brown, et al, J.O., Campo Bello, N.B.
121,707	Temeraire.....	Toronto.....	Sloop.....	1905	Oakville, Ont.....	50 0	10 0	6 0	18	F. Nicholls, Toronto, Ont.
116,642	Témiscamingue No. 1	Ottawa.....	Barge—Chd.....	1903	Témiscaming, Que.....	60 0	12 0	3 6	42	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,643	Témiscamingue No. 2	".....	".....	1903	".....	60 0	12 0	3 6	42	".....
116,644	Témiscamingue No. 3	".....	".....	1903	".....	60 0	12 0	3 6	42	".....

\* Formerly "Deatrice."

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74,062	Temperance	Windsor, Ont.	Schr—Glt.	1877	Tilbury West, Ont.	66 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
64,454	Temperance Bell	St. John, N.B.	"	1870	Johnston, N.B.	81 6	27 1	7 1	77	M. H. Tufts, St. John, N.B.
122,135	10. U. 8	Yarmouth.	Sloop.	1906	Shelburne, N.S.	36 6	12 3	7 0	16	Wilson Rankin, Yarmouth, N.S.
90,784	Teresa	Victoria.	Schr—Glt.	1883	San Salvador, U.S.A.	80 0	22 3	7 2	63	Victoria Sealing Co., Ltd., Victoria, B.C.
121,972	Teslin	"	Barge—Chd	1906	White Horse, Y.T.	105 7	34 5	5 5	159	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,964	Tethys	St. Andrews.	Schr—Glt	1896	West Isle, N.B.	38 0	14 2	7 6	20	G. L. Johnson, West Isles, N.B.
100,777	Teutonic	Chatham, N.B.	"	1892	Caraquet, N.B.	36 0	13 0	4 6	11	W. S. Loggie, Co., Ltd., Chatham, N.B.
	Teviot.	Montreal.	Barge—Chd	1893	Montreal, Que.	105 3	22 6	9 1	160	J. Gagnon, Montreal, Que.
80,637	Texas	"	"	1890	"	141 0	29 0	8 0	285	Dickson Anderson, Montreal, Que.
117,189	Thalia D.	Yarmouth.	Sloop.	1904	Cape Island, N.S.	31 0	11 0	6 0	10	A. Duncan, Cape Island, N.S.
112,273	The III	Montreal.	"	1903	Dorval, Que.	26 4	7 4	1 5	37	Jam J. Riley, jr., Montreal, Que.
100,015	Thelma	Annapolis Royal.	Schr—Glt.	1895	Granville, N.S.	69 5	20 0	7 4	49	Clarence Peters, et al., Westport, N.S.
117,055	Thelma	Canso.	"	1906	Canso, N.S.	39 0	13 0	7 0	15	Alexander M. Roberts, Canso, N.S.
122,236	Thelma B.	Barrington	Sloop.	1907	Port Clyde, N.S.	31 0	12 6	6 6	12	Benjamin F. Cunningham, Cape Island, N.S.
116,895	Thelma E.	Shelburne	"	1903	Clarke's Harbour, N.S.	35 0	11 8	6 0	11	J. Mahaney, M.O., Church Over, N.S.
107,492	Themis	Quebec	Schr—Glt	1898	Baie St. Paul, Que.	40 8	13 0	4 8	17	A. H. Simard, Baie St. Paul, Que.
90,854	Theresa	Barrington	"	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	R. W. Stevens, Cape Island, N.S.
111,438	Theresa M. Gray	Halifax.	"	1902	Port Clyde, N.S.	58 0	16 6	7 0	30	Angus Gray, Pennant, N.S.
*94,635	Therese	Yarmouth	"	1888	Jordan River, N.S.	105 0	26 0	10 1	148	Alfred Peters, Arichat, N.S.
107,307	Theta.	Windsor, N.S.	"	1901	Cheverie, N.S.	148 7	34 8	12 1	420	F. W. Sumner, Moncton, N.B.
92,577	Thetis	Halifax	Outter	1888	Dartmouth, N.S.	21 8	6 5	5 3	4	H. R. McLaren, Halifax, N.S.
107,545	Thetis	St. John, N.B.	Sloop	1898	St. John, N.B.	26 0	10 0	3 2	5	Henry R. McLellan, St. John, N.B.
122,091	Thistle	Barrington	"	1905	Cape Island, N.S.	30 0	11 4	6 0	10	Robert H. Brannen, M.O., Cape Island, N.S.
83,074	Thistle.	Ottawa.	Barge—Chd	1869	Kingston, Ont.	108 0	22 3	5 5	117	John Eligh and David Eligh, J.O., Burritt's Rapids, Ont.
97,145	Thistle.	St. Andrews.	Sloop	1888	Grand Manan, N.B.	27 0	12 9	5 0	12	Frank Ingersoll, Grand Manan, N.B.

\* Formerly "Mildred J. McLean."

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
125,994	Thistle..	Quebec..	Schr—Glt ..	1907	Montmagny, Que.....	94 8	26 3	5 4	80	The Price Bros., & Co., Ltd., Quebec, Que.
107,074	Thistle. ....	St. John, N.B.....	Sloop .....	1897	St. John, N.B.....	31 0	11 2	4 0	8	D. DeVeber, Gagetown, N.B.
92,599	Thistle. ....	Sydney .....	Schr—Glt ..	1888	Little Bras d'Or, N.S....	38 2	13 2	4 7	11	W. J. Christie, Little Bras d'Or, N.S.
* 88,479	Thistle..	Winnipeg.....	Barge—Chd ..	1884	Fort Frances, Ont.....	48 0	11 9	3 9	23	Angus McKinnon, Kenora, Ont.
71,634	Thomas ..	Montreal .....	" .....	1874	Yamaska, Que.....	102 0	22 2	6 2	96	E. Courchère, Sorel, Que.
83,070	Thomas Rockett ..	Ottawa. ....	" .....	1881	Hull, Que.....	111 4	21 7	7 0	151	John O'Toole, Ottawa, Ont.
121,979	Thomas F. Bayard..	Victoria .....	Schr—Glt ..	1880	Brooklyn, N.Y., U.S.A. ....	86 6	21 1	8 6	67	Thos. Stockham, M.O., Victoria, B.C.
90,893	Thomas H. ....	Yarmouth .....	" .....	1889	Pubnico, N.S.....	40 0	13 5	5 1	13	Seth Nickerson, Barrington, N.S.
112,272	Thorella II..	Montreal .....	Sloop .....	1903	Dorval, Que.....	37 2	8 2	1 8	38½	William C. Finley, Montreal, Que.
.....	Three (3) .....	" .....	Barge—Chd ..	1870	Pierreville, Que.....	94 1	18 8	6 0	105	Dennis Murphy, Ottawa, Ont.
88,542	Three Bells.....	Barrington. ....	Schr—Glt ..	1884	Lockeport, N.S. ....	79 0	23 0	9 0	92	Lewis Murray, Port Richmond, N.S.
117,046	Three Brothers..	Barrington .....	Sloop .....	1906	Clarke's Harbour, N.S....	32 0	12 1	6 2	13	T. E. Newell, Cape Island, N.S.
117,184	Three Brothers..	Chatham, N.B.....	Schr—Glt ..	1906	Shippigan Island, N.B..	41 7	13 4	5 4	16	D. F. Chiasson, Shippigan Island, N.B.
96,738	Three Brothers ..	Chatham, N.B.....	" .....	1890	Shippigan, N.B.....	35 2	12 5	4 8	12	John Young, Tracadie, N.B.

\* Formerly a steamer.

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42,432	Three Brothers	Gaspé	Schr—Glt	1866	Esquimaux Point, Que.	49 6	16 0	5 9	36	Xavier Boudreau, Esquimaux Point, Que.
107,440	Three Links	St. Andrews	Sloop	1899	Grand Manan, N.B.	30 0	11 0	6 0	12	Robert A. Mann, Grand Manan, N.B.
116,825	Three Sisters	Barrington	Sloop	1903	Bear Point, N.S.	30 0	12 0	6 2	11	Wallace H. Penney, M.O., Cape Island, N.S.
100,814	Three Sisters	Barrington	Schr—Glt	1894	Bear Point, N.S.	38 5	13 0	4 2	10	F. O. Brindley, Chebogue, N.S.
117,052	Thrush	Canso	"	{ 1899 } 1903	Beckerton, N.S.	31 6	11 4	5 7	10	David Myers, Canso, N.S.
103,082	Thrush	Chatham, N.B.	Schr—Glt	1890	Shippigan, N.B.	32 4	12 0	4 8	10	F. Ahiez, Shippigan, N.B.
97,200	Thrush	Montreal	Barge—Chd	1890	Montreal, Que.	181 0	34 4	11 7	584	Montreal Transportation Co., Ltd., Montreal, Que.
75,726	Thrush	Yarmouth	Schr—Glt	1878	Cape St. Mary, N.S.	40 0	13 7	5 4	13	E. C. Bowers, Westport, N.S.
92,666	Thurso	Ottawa	Barge—Chd	1887	Rockland, Ont.	105 0	22 5	7 5	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston	Paraboro'	Schr—Glt	1895	Fox River, N.S.	70 6	21 6	6 0	61	Daniel H. Fulmer, Five Islands, N.S.
100,918	Tickler	Chatham, N.B.	"	1892	Caraquet, N.B.	39 0	12 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
96,961	Tivoli	Halifax	"	1890	Little Harbour, N.S.	41 0	15 0	6 5	24	David Duggan, East Dover, N.S.
117,086	Togo	Collingwood	Dredge—Drague	1897	Lachine, Que.	85 0	27 0	7 6	269	Robert and Rob. G. Weddell, Trenton, Ont., and John J. Manley of Merriton, Ont. J.O.
116,532	Togo	Lunenburg	Schr—Glt	1905	Tancook Island, N.S.	43 2	11 0	6 2	14	James Lukeman, Canso, N.S.
116,448	Togo	Shelburne	"	1904	Sable River, N.S.	45 5	15 4	5 9	18	Edmund C. Locke, Lockeport, N.S.
121,773	Togo	Winnipeg	Barge—Chd	1903	Winnipeg, Man.	72 0	20 0	4 0	58	The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
116,893	Togo	Yarmouth	Schr—Glt	1904	Pubnico, N.S.	38 0	13 0	5 0	12	Leander Amiro, Pubnico, N.S.
116,778	Togo Maru	Vancouver	"	1904	Bowen Island, B.C.	43 0	12 6	4 8	20	Kamekichi Yashida, Staveston, B.C.
.....	Toledo	Montreal	Barge—Chd	1872	Quebec, Que.	137 9	29 6	10 0	362	Montreal Transportation Co., Ltd., Montreal, Que.
111,949	Tom No. 1.	New Westminster	Barge—Chd	1901	New Whatcom, Wash., U.S.A.	49 7	14 5	3 0	63	Henry D. Benson, Ladners, B.C.
85,387	Topaz	Liverpool	Schr—Glt	1883	Port Clyde, N.S.	85 5	24 5	9 1	104	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy	Prescott	Scow—Chd	1866	Iroquois, Ont.	46 0	13 0	4 0	22	Mrs. Sarah M. Carman, Iroquois, Ont.
107,051	Torata	Lunenburg	Schr—Glt	1899	Mahone Bay, N.S.	86 9	24 0	9 5	79	Samuel Shaw, Bay St. George, Nfld.
89,224	Tormentor	Halifax	"	1873	"	39 8	14 0	5 2	15	Michael Rice, Lower Prospect, N.S.

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71,604	Toronto .....	Montreal .....	Barge—Chd .....	1874	Montreal, Que. ....	150 0	26 0	10 2	335	Montreal Transportation Co., Ltd., Montreal, Que.
121,875	Toronto .....	Yarmouth .....	Sloop .....	1906	Clarke's Harbour, N.S. ....	36 0	12 0	6 0	13	Benjamin C. Smith, M.O., Port La Tour, N.S.
80,696	Torpedo .....	Montreal .....	Barge—Chd .....	1882	Montreal, Que. ....	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.
92,540	Tourterelle .....	Montreal .....	Sloop .....	1887	Pierreville, Que. ....	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.
88,637	Trade Wind .....	Whitby .....	Schr—Glt .....	1868	Port Hope, Ont. ....	100 5	21 1	9 0	181	J. Oliver, Kingston, Ont.
90,506	Trader .....	Parrsboro' .....	" .....	1885	Parrsboro', N.S. ....	70 2	23 0	7 1	73	Fredrick Ogilvie, Parrsboro', N.S.
107,143	Transfer No. 1 .....	Vancouver .....	Scow—Chd. ....	1898	Vancouver, B.C. ....	186 4	40 0	12 0	773	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,381	Transfer No. 2 .....	Victoria .....	Barge—Chd .....	1907	Victoria, B.C. ....	233 0	40 7	12 0	973	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
111,733	Transvaal .....	Lunenburg .....	Schr—Glt .....	1902	La Have, N.S. ....	84 5	23 2	9 0	79	Wm. C. Smith, et al., Lunenburg, N.S.
41,821	Traveller .....	St. John, N.B. ....	" .....	1868	St. Martin's, N.B. ....	38 3	10 7	5 1	15	David Bradshaw, St. John, N.B.
92,567	Trial .....	Halifax .....	" .....	1882	Margaree, N.S. ....	36 0	12 8	5 6	13	Alexander Cornie, Margaree, N.S.
112,114	Tribune .....	Lunenburg .....	" .....	1903	Mahone Bay, N.S. ....	44 6	15 0	6 5	227	Thomas Hamm, et al., Lunenburg, N.S.
103,199	Trilby .....	Canso .....	" .....	1895	Liverpool, N.S. ....	37 0	13 1,	5 7	12	Edward Flaherty, Canso, N.S.
103,179	Trilby .....	Digby .....	" .....	1896	Sable River, N.S. ....	53 7	16 5	7 1	31	Francis B. Lent, et al., Westport, N.S.



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74,277	Trois Saumons	Quebec	Schr—Glt	1876 (St. Jean Port Joli, Que.)	67	2	19	5	5	2	45	Pascal Tremblay, Baie des Bacons, Que.
71,038	True Blue	Yarmouth	"	1876 Clare, N.S.	33	0	11	0	4	0	8	Wallace Haines, Westport, N.S.
107,964	True Love	Canso	"	1895 Canso, N.S.	37	0	10	5	5	8	10	David Walsh, Canso, N.S.
103,531	True Love	Halifax	Schr—Glt	1889 Sambro, N.S.	33	2	11	4	5	6	10	John C. Arnold, Terence Bay, N.S.
88,414	Trumpet	St. John, N.B.	"	1837 Essex, Mass., U.S.A.	45	2	13	9	6	0	20	A. W. Holmes, Beaver Harbour, N.B.
Try	Try	Montreal	Barge—Chd	1890 Montreal, Que.	91	3	16	7	5	5	34	E. Griffin, Ottawa, Ont.
103,998	Try Again	St. Andrews	Sloop	1898 Meteghan, N.S.	36	1	13	0	5	0	15	A. W. Ingersoll, Grand Manan, N.B.
107,055	Twilight	Barrington	"	1854 Harpswell, Me., U.S.A.	62	4	20	3	4	7	37	Provincial Wrecking Co., Ltd., Barrington Passage, N.S.
38,036	Twilight	Digby	Schr—Glt	1865 Long Island, N.S.	39	5	13	6	5	2	14	Benjamin Taylor, Digby, N.S.
75,833	Twilight	Halifax	"	1878 Owl's Head, N.S.	42	0	14	4	6	0	14	Lawson Pace, Glen Margaret, N.S.
* 64,470	Twilight	St. John, N.B.	"	1870 Portland, N.B.	60	5	17	0	6	6	30	Thos. Traynor, et al., St. John, N.B.
121,792	Twin Sisters	Yarmouth	Slop	1905 Shelburne, N.S.	31	0	11	0	6	0	10	S. Stephens, Cape Island, N.S.
103,832	Two	Winnipeg	Barge—Chd	1895 Kenora, Ont.	56	5	14	3	6	3	17	Rainy River Navigation Co., Ltd., Kenora, Ont.
Two (2)	Two (2)	Montreal	"	1872 Montreal, Que.	71	4	21	4	8	3	42	Montreal Transportation Co. Ltd., Montreal, Que.
38,480	Two Brothers	Arichat	Schr—Glt	1866 River Bourgeoise, N.S.	51	6	16	6	7	4	31	Simon Landry, River Bourgeoise, N.S.
103,460	Two Brothers	"	"	1899 L'Ardoise, N.S.	42	4	14	8	6	0	18	Maurice Peters, L'Ardoise, N.S.
122,184	Two Brothers	Arichat	Schr—Glt	1907 Main-a-Dieu, N.S.	43	0	13	4	5	5	19	Patrick Campbell, Main-a-Dieu, N.S.
107,991	Two Brothers	Canso	"	1898 Port Félix, N.S.	40	0	13	0	6	4	14	Frederick Jello, Port Félix, N.S.
103,583	Two Brothers	Chatham, N.B.	"	1895 Shippigan, N.B.	37	0	12	4	4	8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,072	Two Brothers	Halifax	"	1888 Lunenburg, N.S.	43	2	13	5	6	9	39	Philip Smeltzer, et al., Lunenburg, N.S.
80,879	Two Brothers	Pictou, Ont.	Sloop	1881 Battersca, Ont.	95	0	18	6	4	8	56	Geo. Cousina, Belleville, Ont.
77,920	Two Brothers	Quebec	Schr—Glt	{ 1868 Port Burwell, Ont. 1881 Port Hope, Ont. }	95	0	23	5	7	5	122	N. E. Angers, Ste. Anne de la Parade, Que.
117,029	Two Brothers	Sydney	"	1906 Ingonish, N.S.	41	0	13	6	7	3	17	James Williams, M.O., Ingonish, N.S.
117,138	Two Brothers	Yarmouth	Sloop	1904 Pinkney's Point, N.S.	34	0	11	3	6	0	11	J. L. Surette, Pinkney's Point, N.S.
92,749	Two Sisters	Sackville	Schr—Glt	1896 Sackville, N.B.	76	6	25	0	7	2	86	Ed. Kennie, Riverside, N.B.

\* Formerly "Howard D. Troop."

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122,107	Two Sisters.....	Yarmouth.....	Sloop.....	1905	Shelburne, N.S.....	30 0	10 6	6 0	10	Bert Chatwynd, Woods Harbour, N.S.
83,287	Twylight.....	Kingston.....	".....	1882	Dog Lake, Ont.....	79 0	15 8	4 5	41	Clement Bell, Belleville, Ont.
100,575	Tyler.....	Halifax.....	Schr—Glt.....	1883	Lunenburg, N.S.....	62 7	20 7	8 0	54	Handford Outhouse, Tiverton, N.S.
103,869	Uganda.....	Halifax.....	Schr—Glt.....	1898	Ship Harbour, N.S.....	38 8	12 7	5 2	14	R. Doherty, Eastern Passage, N.S.
112,117	Ulva.....	Lunenburg.....	".....	1903	La Have, N.S.....	91 0	24 7	9 7	99	Albert V. Conrad, LaHave, N.S.
94,634	Umbra.....	Shelburne.....	".....	1888	Shelburne, N.S.....	85 0	22 3	9 7	99	Joseph W. Peppett, North Sydney, N.S.
73,027	Una.....	Magdalen Islands.....	".....	1879	House Harbour, M.I., Que.....	62 6	19 4	7 3	41	Francis Cheverie, Magdalen Islands, Que.
100,235	Una.....	Halifax.....	".....	1883	Pleasant Harbour, N.S.....	34 8	11 9	4 1	9	J. Cronan, Halifax, N.S.
103,172	Una.....	Shelburne.....	".....	1894	Shelburne, N.S.....	77 2	22 2	8 2	82	Robt. Reid, et al., Port Hilford, N.S.
121,699	Una.....	Yarmouth.....	Sloop.....	1904	Cape Island, N.S.....	31 0	11 0	6 0	10	Wm. C. Nickerson, Cape Island, N.S.
88,597	Uncle Sam.....	Halifax.....	Schr—Glt.....	1885	Pubnico, N.S.....	80 1	23 5	8 2	77	Wm. H. Harper, Jeddore, N.S.
122,306	Undaunted.....	Lunenburg.....	".....	1907	Lunenburg, N.S.....	38 2	12 7	6 4	15	Elijah Rissier, M.O., West Dublin, N.S.
107,957	Ungava.....	".....	".....	1900	Mahone Bay, N.S.....	88 8	24 3	9 4	88	Wm. Clervosey, LaHave, N.S.

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122,066	Ungava	Montreal	Barge—Chd	1906	Collingwood, Ont.	200 0	41 0	17 0	1226	Montreal Transportation Co., Ltd., Montreal, Que.
112,019	Unidella	Canso	Schr—Glt	1902	White Haven, N.S.	42 0	13 7	7 0	16	Norman Munroe, White Haven, N.S.
72,095	Union	Arichat	"	(1876 1902)	New Bandon, N.B.	67 5	20 1	10 1	77	Lawrence Gerriot, Arichat, N.S.
61,946	Union	Quebec	"	1870	Jeddore, N.S.	44 0	16 4	6 1	23	Charles Paquet, Quebec, Que.
94,750	Union	St. John, N.B.	"	1889	St. Martin's, N.B.	79 0	26 6	7 3	97	John J. Shields, Alma, N.B.
107,636	Union No. 8	New Westminster	Barge—Chd	1898	Vancouver, B.C.	56 0	14 0	4 0	28	Union Steamship Co., Ltd., Vancouver, B.C.
103,742	Unique	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	93 1	24 3	9 5	95	Nathaniel Butt, Bay St. George, Nfld.
100,708	Unique	Pictou, N.S.	"	1902	River John, N.S.	79 1	25 4	8 6	96	John O'Hara, Isaac's Harbour, N.S.
112,159	United Empire	Chatham, N.B.	"	1903	Caracquet, N.B.	42 0	14 0	5 6	17	Mrs. Sarah Young, and F. T. B. Young, J.O., Caracquet, N.B.
103,803	Unity	Pictou, N.S.	"	1904	Tatamagouche, N.S.	117 8	31 7	11 7	248	David McLure, et al., Lower Montague, P.E.I.
100,123	Uno	Wallaceburg	Barge—Chd	1892	Wallaceburg, Ont.	76 0	20 2	5 0	75	S. W. Whitley, Sombra, Ont.
96,880	Upper Traverse	Ottawa	Light ship			77 0	20 0	9 5	97	The Minister of Marine and Fisheries, Ottawa, Ont.
116,510	Uranus	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	88 8	24 6	9 2	90	James Young, et al., Lunenburg, N.S.
66,997	Uranus	St. John, N.B.	"	1874	Canning, N.B.	73 2	26 4	6 8	74	Chas. D. Dykeman, Jemseg, N.B.
103,417	Uruguay	Charlottetown	"	1895	La Have, N.S.	83 0	23 9	9 3	97	The C. Robin, Collas Co., Ltd., Halifax, N.S.
94,694	Utah and Eunice	Digby	"	1889	Freeport, N.S.	50 3	18 0	6 3	33	M. Haines, et al., Freeport, N.S.
83,495	Utopia	Liverpool	"	1884	Brooklyn, N.S.	81 0	24 8	9 0	98	Samuel Balcom, Halifax, N.S.
117,057	Utownana	Canso	"	1907	Tancook, N.S.	42 6	12 6	6 3	15	Frank C. Lohnes, M.O., Canso, N.S.
121,968	Utownana	Lunenburg	"	1906	LaHave, N.S.	66 4	22 0	8 9	71	J. Norman Rafuse, M.O., LaHave, N.S.
107,249	V. C. Co., No. 1	New Westminster	Barge—Chd		New Westminster, B.C.	47 5	11 6	3 4	15	Victoria Canning Co. of B.C., Ltd., Victoria, B.C.
107,250	V. C. Co., No. 2	"	"		"	47 0	13 6	3 4	18	"
107,252	V. C. Co., No. 3	"	"		"	55 5	18 0	4 5	41	"
107,631	V. C. Co., No. 6	"	"	1898	"	50 0	13 8	3 6	20	"
107,632	V. C. Co., No. 7	"	"	1898	"	49 0	13 8	4 0	25	"

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122,335	V. T. B. 1.	Vancouver.	Scow—Chd.	1907	North Vancouver, B.C.	86 2	30 2	9 0	209	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
122,336	V. T. B. 2.	"	"	1907	"	86 6	30 7	9 0	212	"
122,508	V. T. B. 3.	"	"	1907	Vancouver, B.C.	86 4	32 1	9 0	223	"
122,542	V. T. B. 4.	"	"	1907	"	86 5	32 0	9 1	224	"
122,543	V. T. B. 5.	"	"	1907	"	86 4	32 0	9 1	224	"
80,692	V. Paradis.	Montreal.	Barge—Chd.	1881	Sorel, Que.	130 0	24 7	10 0	21	4Nap. Ladouceur, Sorel, Que.
103,340	Valda.	"	Sloop.	1890	Lachine, Que.	27 0	8 0	1 8	3	A. F. Riddell, Montreal, Que.
94,743	Valdare.	Digby.	Schr—Glt.	1888 { 1906	Cambridge, N.B.	83 4	27 6	7 0	95	W. G. and W. W. Clarke, Bear River, N.S.
116,711	Valeda.	Quebec.	"	1904	St. Siméon, Que.	72 0	20 2	6 0	52	Louis Dufourd, St. Siméon, Que.
92,394	Valencia.	Kingston.	"	1888	Garden Island, Ont.	178 0	30 8	13 2	543	Montreal Transportation Co., Ltd., Montreal, Que.
121,651	Valentina.	Yarmouth.	Sloop.	1905	Tusket Wedge N.S.	32 0	10 6	6 0	10	S. LeBlanc, Tusket Wedge, N.S.
90,752	Valetta.	St. John, N.B.	Schr—Glt.	1885	Rothesay, N.B.	81 0	27 0	7 4	99	J. W. Forsyth, et al., Waterside, N.B.
83,164	Valiant.	Arichat.	"	1881	La Have, N.S.	76 5	22 5	8 8	80	Ferdinand Renault, West Arichat N.S.
117,142	Valkyria.	Halifax.	"	1906	Indian Harbour, N.S.	42 0	11 6	6 2	13	H. Covey, Indian Harbour, N.S.

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103,285	Valkyrie	Chatham, N.B.	Schr—Glt	1895 Shippegan, N.B.	36 1	12 0	5 2	12 P. Rive, Caraquet, N.B.
100,237	Valkyrie	Halifax	"	1893 Tancook, N.S.	34 4	8 6	3 6	5 H. E. Marsh, Halifax, N.S.
111,555	Valkyrie	St. Andrews	Sloop	1895 West Isles, N.B.	37 0	13 0	5 6	16 Lorenzo C. Watt, Grand Manan, N.B.
103,716	Valkyrie	Yarmouth	"	1898 Pubnico, N.S.	34 6	11 7	5 8	11 W. Worthen, Yarmouth, N.S.
117,143	Valmore	Halifax	"	1905 Mahone Bay, N.S.	42 8	12 3	5 6	11 Thos. Conrad, Rose Bay, N.S.
103,852	Vampire	"	Schr—Glt	1897 Dartmouth, N.S.	23 6	6 6	3 5	2 R. W. Holland, Vancouver, B.C.
80,630	Vanity	Yarmouth	"	1882 Maitland, N.S.	39 0	12 6	4 8	11 S. F. Perry, Maitland, N.S.
85,758	Varuna	Quebec	"	1883 St. Jean Port Joli, Que.	51 0	14 9	6 5	24 J. Bouillon, Ste. Anne de la Pte. au Pere, Rimouski Co., Que
	Vassal	Montreal	Barge—Chd	1896 St. François, Que.	96 3	22 5	6 8	106 A. Boucher, Sorel, Que.
100,036	Vedette	Toronto	Lugger	1892 Toronto, Ont.	46 0	9 6	5 2	6 F. M. Gray, et al., Toronto, Ont.
100,851	Vega	Quebec	Schr—Glt	1892 Isle aux Coudres, Que.	42 8	15 2	6 2	24 R. Daly, Quebec, Que.
100,434	Velma A.	Moncton	"	(1892 } Harvey, N.B.	42 5	12 2	4 4	13 Eliza Chase, Sackville, N.E.
103,711	Venite	Digby	"	1897 Mavillette, N.S.	45 0	14 0	5 6	24 S. A. Doucette, Mavillette, N.S.
96,781	Venture	Charlottetown	"	1889 Port Petpeswick, N.S.	54 2	18 9	7 8	43 Clarence E. Read, Pugwash, N.S.
92,778	Venture	Victoria	"	1888 Vancouver, B.C.	68 3	16 6	6 3	48 Victoria Sealing Co., Ltd., Victoria, B.C.
92,315	Venturer	Liverpool	"	1886 Brooklyn, N.S.	115 0	29 4	11 8	318 E. L. Wasson, et al., Newcastle, N.B.
94,832	Venus	Weymouth	"	1885 Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42 A. J. Thurber, et al., Freeport, N.S.
103,058	Venus	Yarmouth	Sloop	1894 Shelburne, N.S.	28 0	11 1	5 3	8 C. Blades, Pubnico, N.S.
122,134	Venus	"	"	1905 Cape Island, N.S.	30 0	10 6	6 0	10 Louis P. Surette, Tusket Wedge, N.S.
*100,643	Vera	Victoria	Schr—Glt	1887 San Francisco, Cal., U.S.A.	74 0	21 2	8 5	60 Victoria Sealing Co., Ltd., Victoria, B.C.
103,609	Verbena	Sydney	"	1896 Gabarouse, N.S.	56 0	15 7	5 9	27 G. W. Grant, Gabarouse, N.S.
103,735	Vere B. Roberts	Parraboro	"	1898 Parraboro, N.S.	93 3	27 2	9 2	124 John W. Smith, Moose River, N.S.
88,282	Veritas	St. Andrews	"	1878 Eastport, Me., U.S.A.	30 3	10 6	5 6	10 Simon Leonard, West Isles, N.B.
121,756	Verona	Vancouver	Sloop	1906 Vancouver, B.C.	26 6	8 9	3 6	7 Albert French, Vancouver, B.C.
71,647	Vert Pomme	Montreal	"	1872 Pierreville, Que.	101 2	23 4	6 9	111 G. Lebrun, St. Aimé, Que.

\* Formerly "Halcyon."

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel	Name of Ship. — Nom du navire	Port of Registry. — Port d'enregistrement	Rig. — Gréement	Built—Construct en	Where Built. — Lieu de construction	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup>	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup>	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup>	Registered tonnage. — Tonnage enregistré	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
100,608	Vesper.....	Shelburne	Schr—Glt.	1898	Sable River, N.S.	35 4	14 0	6 0	14	Chas. Hupman, Somerville, N.S.
69,200	Vesta.....	Pictou, N.S.	"	1874	Mahone Bay, N.S.	68 0	21 6	8 3	64	Alex. Arseneau, Magdalen Islands, Que.
85,976	Vesta Pearl.....	St. John, N.B.	Schr—Glt.	1889	Canning, N.S.	79 0	27 0	6 8	85	Jacob Mayer, St. John, N.B.
163,274	Vesuvius.....	Chatham, N.B.	"	1888	Carquet, N.B.	35 0	12 1	5 0	10	G. Mallett, Shippigan, N.B.
121,891	Vice Reine.....	Shelburne	Sloop.	1906	Shelburne, N.S.	41 0	13 8	5 4	12	Elevaz Penney, M.O., Cape Island, N.S.
77,564	Victor.....	Montreal	"	1872	Yamaska, Que.	104 0	22 7	7 0	115	Geo. Foreman, Grace's Point, Que.
100,715	Victor.....	"	"	1893	Pierreville, Que.	168 3	22 8	10 4	180	N. Laroche, Pierreville, Que.
103,026	Victor.....	Parrsboro'	Schr—Glt.	1839	Saybrook, Conn., U.S.A.	58 8	20 6	6 0	43	G. A. Glaespy, St. John, N.B.
84,523	Victoria.....	Aricat	"	1874	French Village, N.S.	52 9	16 5	6 1	24	Henry Burke, French Village, N.S.
103,775	Victoria.....	Chatham, N.B.	"	1897	Shippigan, N.B.	38 9	13 3	5 6	16	W. S. Loggie Co., Ltd., Chatham, N.B.
111,409	Victoria.....	Lunenburg	"	1900	LaHave, N.S.	95 6	24 6	9 8	100	Thomas A. Wilson, Bridgewater, N.S.
74,222	Victoria.....	Montreal	Sloop	1875	Yamaska, Que.	99 8	21 0	5 9	96	X. Lebrun, St. Aimé, Que.
961,946	Victoria.....	New Westminster	"	1892	Port Guichon, B.C.	36 0	11 0	3 6	13	John A. Maxwell, Nanaimo, B.C.
96,709	Victoria.....	St. Catharines	Sloop—Chd	1870	Welland, Ont.	109 0	23 0	6 5	136	Allan J. Holloway, Toronto, Ont.

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107,369	Victoria	Sydney	Schr—Glt	1899	New Haven, N.S.	37 0	12 4	5 0	11	Daniel Johnson, Louisburg, N.S.
100,492	Victoria	Victoria	"	1892	Victoria, B.C.	80 0	20 4	8 4	63	Victoria Sealing Co., Ltd., Victoria, B.C.
122,495	Victory	Chatham, N.B.	"	1907	Escuminac, N.B.	34 8	9 8	4 8	10	L. Lewis and Joseph P. Sullivan, Escuminac, N.B.
59,310	Victory	St. Andrews	"	1865	Harpwell, Me., U.S.A.	30 8	10 4	4 8	8	Geo. Mulholland, Campo Bello, N.B.
116,466	Vie	Vancouver	Barge—Chd	1902	Vancouver, B.C.	62 0	20 2	2 0	22	Charles H. Cates, North Vancouver, B.C.
92,767	Vigie	Quebec	Schr—Glt	1889	Quebec, Que.	70 7	19 0	8 6	59	J. E. Bernier, Ottawa, Ont.
92,589	Vigilant	Gaspé	"	1894	Becscie River, Que.	32 6	13 0	4 6	11	Luc Cornuier, Esquimaux Pt., Que.
100,251	Vigilant	Halifax	"	1894	Tancook Island, N.S.	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
116,970	Vigilant	St. Andrews	Sloop	1906	Clarke's Harbour, N.S.	33 7	12 1	5 8	12	Webster Cossaboom, Grand Manan, N.B.
103,504	Viking	Lunenburg	Schr—Glt	1896	Lunenburg, N.S.	85 2	23 6	9 3	96	J. A. Farquhar, jr. and C. W. Rawlings, Halifax, N.S.
100,621	Viking	Port Dover	Sloop	1891	Port Dover, Ont.	62 0	16 6	7 8	39	F. H. Mitchell, Oakville, Ont.
*121,721	Viking	Vancouver	"	.....	Victoria, B. C.	27 8	9 0	4 0	8	Walter G. Sweet and Lewis H. Evans, Vancouver, B.C.
107,331	Viking	Yarmouth	"	1899	Yarmouth, N.S.	30 3	11 6	3 6	9	Charles T. Grantham, Yarmouth, N.S.
75,786	Village Belle	Port Medway	Schr—Glt	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.
116,556	Billage Belle	Maitland	Schr—Glt	1907	Maitland, N.S.	87 0	24 9	8 9	99	John Clark, Maitland, N.S.
57,662	Village Bride	Halifax	"	1867	Chezzetcook, N.S.	45 4	15 0	6 4	24	Ephram Gerrard, West Arichat, N.S.
69,192	Village Queen	"	"	1874	Mahone Bay, N.S.	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N.S.
88,392	Villageois	Quebec	Barge—Chd	1881	St. Jean Deschailons, Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
117,183	Vina	Chatham, N.B.	Schr—Glt	1905	Shippigan, N.B.	38 4	13 0	5 0	14	J. Noel, Shippigan, N.B.
97,186	Viola	Windsor, N.S.	"	1891	Salmon River, N.S.	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
121,659	Viola	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	11 0	6 0	10	J. LeBlanc, Tusket Wedge, N.S.
100,330	Viola Pearl	"	Schr—Glt	1894	Eel Brook, N.S.	45 0	16 7	6 7	24	David McClelland, St. John, N.B.
121,873	Viola S.	"	Sloop	1906	Surette's Island, N.S.	35 2	12 9	6 4	16	Samuel Surette, M.O., Surette's Isld., N.S.
100,260	Violet	Halifax	Schr—Glt	1891	Sambro, N.S.	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.
94,726	Violet N	Digby	"	1888	Cornwallis, N.S.	54 0	17 8	6 4	32	Andrew Coggins, et al., Westport, N.S.

\* Formerly a steamer.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé en	Where Built. Lieu de construction.	Length in feet and inches. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10 <sup>ths</sup> . Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10 <sup>ths</sup> . Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
90,485	Violet West.....	Halifax.....	Schr—Glt.....	1885	Seaforth, N.S.....	49 6	18 0	7 0	38	Wm. Burke, Main à Dieu, N.S.
100,548	Violetta.....	Digby.....	".....	1898	Hillsburn, N.S.....	36 0	13 4	5 4	11	A. W. Longmire, Hillsburn, N.S.
96,773	Virgin.....	Port Hawkesbury.....	".....	1894	Cheticamp, N.S.....	33 0	11 4	4 9	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,126	Virgin Queen.....	St. Andrews.....	Sloop.....	1896	East Machias, Me., U.S.A.	40 0	13 0	5 6	16	Nelson Morse, Grand Manan, N.B.
122,452	Virginia.....	Barrington.....	".....	1907	Tusket Wedge, N.S.....	36 0	13 4	7 0	17	Wm. E. Atkinson, Cape Island, N.S.
112,097	Virginia.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	98 0	26 0	10 0	134	A. C. Barnaby, M. O., West Dublin, N.S.
70,283	Virginia.....	Montreal.....	Barge—Chd.....	1874	Montreal, Que.....	110 0	22 9	8 8	185	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
116,330	Virginian.....	Parraboro.....	Schr—Glt.....	1904	Port Greville, N. S.....	85 5	23 6	7 8	100	L. E. Graham, M. O., Port Greville, N. S.
51,537	Virginie.....	Quebec.....	Barge—Chd.....	1864	Gronlines, Que.....	83 3	22 0	7 4	86	E. Hamelin, Gronlines, Que.
74,258	Virginie.....	".....	".....	1876	St. Fidèle, Que.....	95 8	21 5	7 6	112	Solomon Berard, Sorel, Que.
75,578	Virginie.....	".....	Schr—Glt.....	1877	Lea Eboulements, Que.....	39 0	14 5	5 7	21	E. Talbot, Fraserville, Que.
90,863	.....	Victoria.....	".....	1886	Chester, N.S.....	76 9	22 8	9 0	92	Victoria Sealing Co., Ltd., Victoria, B. C.
126,021	Vivian.....	Sydney, N.S.....	".....	1907	Ingonish, N.S.....	55 0	14 0	7 2	25	Mrs. Margaret S. Hackett, North Sydney, N.S.
116,283	Vixen.....	Halifax.....	".....	1903	Ship Harbour, N.S.....	47 8	13 0	6 5	15	Robert Keating, Ship Harbour, N.S.



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103,678	Vladimir	Toronto	Scow—Chd.	1897	Bracebridge, Ont.	44	4	13	2	4	0	43	S. Brown, Bracebridge, Ont.
100,986	Voltaire	Chatham, N.B.	Schr—Glt	1891	Shippigan, N.B.	35	0	12	0	4	6	10	P. Rive, Caraquet, N.B.
100,357	Voltaire	Quebec	"	1898	Rimouski, Que.	35	2	14	3	4	8	14	Fra. St. Pierre, Matane, Que.
103,352	Voltaire	"	Sloop	1894	Les Escoumains, Que.	60	8	18	6	5	3	34	Hypolite Bouliane, Tadoussac, Que.
96,910	Volunteer	Kingston	"	1891	Dog Lake, Ont.	88	8	17	0	5	6	59	Barney Black, Kingston, Ont.
111,794	Volunteer	Port Hawkesbury	"	1903	Port Hawkesbury, N.S.	39	0	12	1	6	3	14	David A. Boudreau, Petite de Grat, N.S.
103,111	Volunteer	St. Andrews	"	1898	Grand Manan, N.B.	36	0	12	3	5	0	14	Milton W. Ingersoll, Grand Manan, N.B.
100,966	Von Moltke	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	36	1	11	9	4	6	11	P. Rive, Caraquet, N.B.
96,034	Vreda	Toronto	Cutter	1898	Troon, G.B.	53	3	10	1	9	5	18	A. G. Peuchen, Toronto, Ont.
103,588	Vulture	Chatham, N.B.	Schr—Glt	1896	Caraquet, N.B.	36	3	12	5	5	0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
107,456	W. K. IV	Vancouver	Scow—Chd.	1899	Vancouver, B.C.	59	9	21	9	4	8	52	Simon McKenzie, Vancouver, B.C.
111,535	W. K. No. III	"	"	1891	"	62	0	22	2	5	0	55	Gordon T. Legg, Vancouver, B. C.
111,536	W. K. No. IV	"	"	1891	"	58	0	21	3	5	0	56	" " "
111,537	W. K. No. 5	"	"	1891	"	58	0	21	0	5	0	54	" " "
117,010	W. K. No. 6	"	"	1903	New Westminster, B.C.	69	0	25	0	6	8	101	L. Wilson, et al., New Westminster, B.C.
92,661	W. A. Crombie	Ottawa	Barge—Chd	1887	Ottawa, Ont.	110	0	22	0	7	0	156	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,560	W. C. Clark	St. Andrews	Schr—Glt	1901	Grand Manan, N.B.	36	0	13	2	6	0	16	Matilda Cheney, Grand Manan, N.B.
116,504	W. C. Silver	Lunenburg	"	1904	Bridgewater, N.S.	93	6	24	1	9	6	97	Kenneth Silver, M.O., La Have, N.S.
42,023	W. D. Bickford	Digby	"	1860	Hillsburg, N.S.	58	8	17	1	7	5	44	J. A. Steves, et al., Sackville, N.B.
107,542	W. E. Gladstone	St. John, N.B.	Sloop	1898	Carleton, N.B.	42	0	15	0	5	9	19	Lawton C. Guptill, Grand Manan, N.B.
83,174	W. E. Young	Lunenburg	Schr—Glt	1882	Lunenburg, N.S.	78	0	23	4	8	5	93	Daniel Hamilton, Sydney, N.S.
121,696	W. F. Britcliffe	Yarmouth	Sloop	1904	Woods Harbour, N.S.	35	0	11	8	5	5	10	G. W. Smith, M.O., Woods Harbour, N.S.
88,518	W. F. Elizabeth	Sydney	Schr—Glt	1886	St. Peter's, N.S.	32	1	12	8	5	1	10	Thomas Doyle, North Rustico, P.E.I.

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117,162	W. H. Baxter.....	Windsor, N.S.....	Schr—Glt	1905	Canning, N.S.....	138 0	32 6	12 4	331	Wm. H. Baxter, M.O., Canning, N.S.
92,669	W. H. Sixsmith.....	Ottawa.....	Barge—Chd	1887	Hull, Que.....	112 0	23 0	7 6	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,099	W. H. Waters.....	St. John, N.B.....	Schr—Glt	1893	Westfield, N.B.....	86 5	28 1	7 9	120	John A. Mowry, et al., St. John, N.B.
71,274	W. J. Suffell.....	Kingston.....	"	1874	Port Burwell, Ont.....	120 0	26 0	9 8	232	Joseph Dix, Kingston, Ont.
122,471	W. K. Graffey.....	Ottawa.....	Barge—Chd	1907	Hull, Que.....	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
57,257	W. L. Lohnes.....	Lunenburg.....	Schr—Glt.....	1866 1881	La Have, N.S.....	55 3	18 1	7 4	38	Wm. Lohnes, La Have, N.S.
121,786	W. M. Dobell.....	Ottawa.....	Barge—Chd	1906	Hull, Que.....	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,091	W. M. Vogler.....	Port Medway.....	Schr—Glt	1874	Vogler's Cove, N.S.....	61 5	20 3	7 6	46	J. S. Cochran, Halifax, N.S.
111,724	W. N. Zwicker.....	Lunenburg.....	"	1901	Clyde River, N.S.....	146 2	32 1	12 5	398	A. H. Zwicker, et al., Lunenburg, N.S.
103,374	W. P. Andrus.....	Winnipeg.....	Barge—Chd	1894	Kenora, Ont.....	52 6	12 2	6 0	28	The Rat Portage Fish Co., Kenora, Ont.
88,688	W. R. Barry.....	St. John, N.B.....	Schr—Glt	1835	Westfield, N.B.....	51 1	16 0	4 4	30	Chas. A. C. Gorham, Greenwich, N.B.
*122,113	W. S. Calvert.....	Toronto.....	"	1874	Chester, Pa., U.S.A.....	191 0	29 0	11 4	543	The Canadian Transit Co., Ltd., Toronto, Ont.
111,696	W. S. Fielding.....	Liverpool.....	"	1901	Liverpool, N.S.....	115 0	27 9	11 1	199	Abraham W. Hendry, Liverpool, N.S.
111,640	W. S. Wynot.....	Lunenburg.....	"	1901	Mahone Bay, N.S.....	30 8	21 7	10 0	100	Charles U. Mader, Mahone Bay, N.S.

\* Formerly "Berks."

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100,070	W. W. McLaughlin.	St. John, N.B.	Schr—Glt	1891 Hopewell, N.B.	160 3	38 4	13 2	471 Ernest W. Lynda, Hopewell Cape, N.B.
100,174	W. Gill	Montreal	Sloop	1891 Pierreville, Que.	91 0	23 0	6 0	89 Romuald Deschenaux, Notre Dame de Pierreville, Que.
75,529	W. Owens	"	Barge—Chd	1874 Monte Bello, Que.	94 0	19 2	5 7	90 J. Bouvier, St. Roch, Que.
100,513	W. Parnell & Hara.	Digby	Schr—Glt	1886 Essex, Mass., U.S.A.	80 2	23 0	8 3	79 R. C. C. Smallie, (Ship's Husband), Digby, N.S.
122,049	Waldo R.	St. Andrews	"	1906 West Isles, N.B.	51 0	17 2	7 0	47 Winslow Richardson, West Isles, N.B.
111,793	Walla Walla	Port Hawkesbury	"	1903 Cheticamp, N.S.	34 0	11 2	5 6	11 Simon Belfountain, Eastern Harbour, N.S.
92,569	Walter	Halifax	"	1882 Red Head, N.S.	36 3	13 4	6 5	15 Robert Johnson, Halifax, N.S.
116,724	Walker C	St. John, N.B.	Sloop	1904 Lorneville, N.B.	41 9	15 5	5 5	18 J. L. Belding, Chance Harbour, N.B.
94,814	Walter L. Rich	Victoria	Schr—Glt	1887 Booth Bay, Me., U.S.A.	79 2	22 0	7 6	84 Victoria Sealing Co., Ltd., Victoria, B.C.
96,944	Walter Miller	St. John, N.B.	"	1890 Black River, N.B.	93 2	27 7	7 3	118 N. C. Scott, St. John, N.B.
100,019	Wanderer	Toronto	"	1856 Oakville, Ont.	80 0	20 4	7 6	110 John Spence, jr., Southampton, Ont.
90,396	Wanita	Windsor, N.S.	"	1897 Granville, N.S.	60 8	20 0	7 8	42 Rodman Pratt, Wolfville, N.S.
103,594	Warren W	Yarmouth	"	1889 Shelburne, N.S.	90 4	24 2	9 7	100 A. F. Stoneman, et al., Yarmouth, N.S.
100,485	Wasp	Charlottetown	"	1896 Montague, P.E.I.	83 0	22 5	8 6	79 Warren Wightman, Montague, P.E.I.
103,855	Wasp	Chatham, N.B.	"	1888 Caraquet, N.B.	36 0	12 8	5 0	12 C. Robin, Collas & Co., Ltd., Jersey.
52,198	Watchman	Halifax	Sloop	1897 Dartmouth, N.S.	23 6	6 6	4 0	2 R. Bauld, Halifax, N.S.
61,904	Water Lily	St. John, N.B.	Schr—Glt	1865 Grand Lake, N.B.	64 0	22 2	6 0	46 John Black and H. C. Smith, St. John N.B.
122,023	Water Witch	Halifax	"	1870 Liverpool, N.S.	38 4	14 0	5 5	14 Martin S. Boylan, Chester Basin, N.S.
59,325	Water Witch	Liverpool	"	1906 Liverpool, N.S.	114 3	28 9	11 4	190 John G. Porter, Kingston, B.W.I.
80,961	Waterlily	St. Andrews	"	Essex, Mass., U.S.A.	39 0	12 0	5 0	12 Eben Greenlaw, West Isles, N.B.
90,488	Wave	Halifax	"	1880 Little Glace Bay, N.S.	41 6	14 6	5 8	19 Shelah Evans, Halifax, N.S.
72,980	Wave	Toronto	"	1872 Chatham, Ont.	149 0	26 0	11 6	478 The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
77,969	Wave Queen	Charlottetown	"	1885 Spry Harbour, N.S.	43 5	14 0	5 5	19 Geo. A. Poole, Lower Montague, P.E.I.
		Digby	"	1873 Salmon River, N.S.	39 6	12 2	4 8	11 Thos. Pack, Westport, N.S.
		St. Andrews	"	1879 St. George, N.B.	30 2	11 7	5 1	11 Wm. McMunn, St. George, N.B.

7-8 EDWARD VII., A. 1908

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrites sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Rig. Grément.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
88,228	Welcome .....	Charlottetown .....	Schr—Glt .....	1884	Chezetcook, N.S. ....	47 8	17 3	7 2	33	Robert Whiteway, Murray River, P.E.I.
116,887	Wenona .....	Aricat .....	" .....	1902	Tor Bay, N.S. ....	35 4	10 5	4 9	10	John J. Uloth, Tor Bay, N.S.
100,152	Werra .....	Lunenburg .....	" .....	1891	Lunenburg, N.S. ....	77 0	23 6	8 8	85	John R. Renouf, Bay of Islands, Nfld.
75,595	West Wind .....	Digby .....	" .....	1877	Port Gilbert, N.S. ....	45 7	16 4	6 0	25	Geo. Post, Digby, N.S.
107,764	Western Light .....	Charlottetown .....	" .....	1902	Miminegash, P.E.I. ....	55 9	17 7	6 8	30	Chas. Veno, Miminegash, P.E.I.
107,760	Western Prince .....	" .....	" .....	1889 { 1900	Alberton, P.E.I. ....	35 7	12 4	4 6	10	Wallace Richards, Alberton, P.E.I.
100,551	Westmoreland ....	Dorchester .....	Bk—Bq .....	1893	Harvey, N.B. ....	164 4	35 3	18 3	698	Barque Westmoreland Co., Ltd., Dor- chester, N.B.
.....	Wheat Bin .....	Montreal .....	Barge—Chd .....	1870	Montreal, Que. ....	148 9	24 6	9 5	320	Alphonse Desrosier, Lanoraie, Que.
77,744	Whip-poor-Will .....	Shelburne .....	Schr—Glt .....	1875	Lockeport, N.S. ....	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shel- burne Co., N.S.
103,704	Whisper .....	Yarmouth .....	" .....	1896	Pubnico, N.S. ....	52 5	14 9	7 0	31	Chas. Harkins, Dipper Harbour, N.B.
90,658	Whistler .....	St. John, N.B. ....	" .....	1886	Eel Brook, N.S. ....	50 9	14 7	6 3	24	David Chute, Harboursville, N.S.
100,992	White Bird .....	Chatham, N.B. ....	" .....	1893	Shippigan, N.B. ....	46 8	15 8	6 0	27	Alexander Tremblay, Miminegash, P.E.I.
77,572	White Bird .....	Montreal .....	Sloop .....	1878	Yamaska, Que. ....	92 5	22 5	6 2	80	E. Auclair, Haverhill, Mass., U.S.A.
94,997	White Cloud .....	Gaspe .....	Schr—Glt .....	1899 { 1899	Mahone Bay, N.S. .... Levis, Que .....	80 4	24 0	9 3	99	Marie Louise Fortier, Montreal, Que.

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117,042 White Eagle.....	Barrington .....	Sloop.....	1901 Clarke's Harbour, N.S. ....	32 0	11 2	6 2	10 L. Nickerson, Cape Island, N.S.
122,054 White Fish.....	Chatham N.B. ....	Schr—Glt .....	1906 Shippigan Island, N.B. ....	36 0	13 2	5 5	13 Eutrope Chiasson, Shippigan Island, N.B.
73,571 White Oak.....	Kingston .....	" .....	1867 Oakville, Ont. ....	111 0	24 8	9 5	180 D. W. Spence, Southampton, Ont.
122,465 White Wing.....	Yarmouth .....	Sloop.....	1906 Short Beach, N.S. ....	34 0	11 0	6 0	11 Frank J. Hains, Short Beach, N.S.
100,953 White Wings .....	Chatham, N.B. ....	Schr—Glt .....	1890 Caraquet, N.B. ....	35 1	12 7	4 4	10 Mrs. Sarah Young and F. T. B. Young, J.O. <i>et al.</i> , Caraquet, N.B.
83,155 White Wings .....	Hamilton .....	Sloop .....	1886 Trenton, Ont. ....	40 0	15 6	6 4	22 R. W. Scarie, Port Credit, Ont.
116,202 Whynot.....	Yarmouth .....	Schr—Glt .....	1897 Port Maitland, N.S. ....	31 0	10 0	5 6	10 W. H. Allen and G. H. Van Horne, Arcadia, N.S.
92,393 Wide Awake.....	Kingston .....	Sloop .....	1887 Kingston, Ont. ....	65 3	15 3	3 8	24 John Tuttle, Kingston, Ont.
100,590 Wide Awake.....	Montreal .....	Catboat.....	1891 New York, U.S.A. ....	16 5	7 2	3 5	1 H. M. Molson, Montreal, Que.
61,947 Widgeon.....	Halifax .....	Schr—Glt .....	1869 Chezzetcook, N.S. ....	42 5	14 8	6 6	22 John Petipas, Bay of Islands, Nfld.
72,321 Widgeon .....	St. John, N.B. ....	" .....	1872 Portland, N.B. ....	32 1	11 5	5 3	10 James Kennedy, St. John, N.B.
96,934 Wild Brier C.....	Charlottetown .....	" .....	1896 Miminegash, P.E.I. ....	47 0	15 0	5 5	24 Walter Matheson, Charlottetown, P.E.I.
116,233 Wild Rose.....	Digby .....	" .....	1904 Port Lorne, N.S. ....	38 5	15 4	6 0	16 David Sproule, Digby, N.S.
41,929 Wild Wave .....	Liverpool .....	" .....	1859 Liverpool, N.S. ....	59 0	17 5	6 7	36 B. G. Crowell, <i>et al.</i> , Shelburne, N.S.
54,416 Wildflower .....	St. John, N.B. ....	" .....	1886 Washadenook, N.B. ....	55 0	18 7	5 0	33 John B. Edgar, Kara, N.B.
116,292 Wilena Fraser .....	Charlottetown .....	" .....	1898 Charlottetown, P.E.I. ....	35 0	12 3	4 4	15 W. W. Corrigan, West Arichat, N.S.
122,150 Wilford H.....	Yarmouth .....	Sloop.....	1907 Clyde, N.S. ....	33 0	10 4	6 0	11 Nathaniel Horton, M.O., Port la Tour, N.S.
107,351 Wilfred Laurier.....	Sydney .....	Schr—Glt .....	1897 Ingonish, N.S. ....	41 0	11 4	6 0	10 Thomas Hoban, North Sydney, N.S.
..... Wilfrid Plunkett.....	Cobourg .....	" .....	1866 Oakville, Ont. ....	78 9	18 9	7 9	100 A. A. Smith, Belleville, Ont.
90,882 Will o' the Wisp.....	Yarmouth .....	" .....	1888 Pubnico, N.S. ....	67 8	19 7	7 5	51 A. F. Stoneman, Yarmouth, N.S.
92,652 Willard Crane .....	Ottawa .....	Barge—Chd .....	1887 Hull, Que. ....	110 0	22 0	7 0	155 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,578 Willetta .....	Halifax .....	Schr—Glt .....	1888 Sambro, N.S. ....	37 8	12 9	5 5	12 Jos. Gray, Sambro, N.S.
86,397 William A. ....	Magdalen Islands.....	Schr—Glt .....	1890 Etang du Nord Grindstone Island, Que. ....	33 6	12 3	4 7	9 John N. Leblanc, Etang du Nord, Grindstone Island, Que.
73,030 William Albert.....	" .....	" .....	1881 Grindstone, Que. ....	57 1	19 6	8 1	41 Maurice E. Boland, Birely Cove, Nfld.
75,912 Wm. Jamieson.....	Whitby.....	" .....	1878 Mill Point, Ont. ....	100 0	26 4	8 6	143 D. Galbraith, M.O., Whitby, Ont.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrites sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
85,363	Wm. McGillivray	Ottawa	Barge—Chd	1884	Hull, Que.	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,648	Wm. Power	"	"	1904	"	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,663	Wm. Sinclair	Chatham, N.B.	Schr—Glt	1885	Chatham, N.B.	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
116,879	Williams	St. Catharines	Barge—Chd	1902	Buffalo, U.S.A.	87 9	18 0	9 0	61	Charles Rosa, Port Maitland, Ont.
107,674	Willie	Quebec	Sloop	1900	St. Irénée, Que.	45 6	13 2	6 0	22	Mrs. M. A. Duchene, St. Etienne de la Malbaie, Que.
73,962	Willie B.	Halifax	Schr—Glt	1876	Liverpool, N.S.	53 9	18 3	7 3	39	F. P. White, Margaree, N.S.
96,776	Willie B.	Port Hawkesbury	"	1894 1903	Cheticamp, N.S.	33 0	11 5	5 4	21	A. W. DeGruchy, Eastern Harbour, N.S.
88,559	Willie F.	Yarmouth	"	1884	Cape Cove, N.S.	40 7	12 5	5 0	12	F. B. Lent, Westport, N.S.
100,226	Willie H. Crosby	Halifax	"	1893	Chezzetcook, N.S.	64 8	22 2	8 9	65	J. D. Savage, Magdalen Islands, Que.
85,541	Willie M.	Barrington	"	1883	Maitland, N.S.	53 0	16 0	6 6	24	Isaac Nickerson, Barrington, N.S.
122,464	Willie M	Yarmouth	Sloop	1907	Clyde, N.S.	34 0	12 0	6 2	14	William E. Smith, Port La Tour, N.S.
85,487	Willie McGowan	Shelburne	Schr—Glt	1883	Shelburne, N.S.	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
66,727	Willow	Quebec	"	1872	LaHave, N.S.	41 0	14 6	5 8	18	Chas. Gagné, Rimouski, Que.
75,463	Windoor Packet	Windoor, N.S.	"	1877	Margaretville, N.S.	63 6	24 8	7 5	66	W. E. Wynnan, Freeport, N.S.

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107,792	Windward	St. John, N.B.	Schr—Glt	Long Island, U.S.A.	49 2	15 8	5 2	24	T. E. Powers and J. H. Wilson, St. John, N.B.
97,149	Winnie	St. Andrews	"	1877 Green's Cove, N.S.	30 0	11 3	4 9	12	Thos. Bright, Seeley's Cove, N.B.
94,959	Winnie G. S.	Lunenburg	"	1899 Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
121,852	Winnifred	"	"	1906 Mahone Bay, N.S.	102 3	25 5	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
121,690	Winnifred	Yarmouth	Sloop	1904 Cape Island, N.S.	32 0	11 0	6 0	10	A. Nickerson, Cape Island, N.S.
100,711	Winnipeg	Montreal	Schr—Glt	1893 Kingston, Ont.	179 5	34 6	14 5	681	Montreal Transportation Co., Ltd., Montreal, Que.
88,493	Winnipeg River	Winnipeg	Barge—Chd	1883 Winnipeg, Man.	132 0	25 5	6 3	205	The Northwest Nav. Co., Ltd., Winnipeg, Man.
107,539	Winogene	St. John, N.B.	Sloop	1898 Miramichi, N.B.	29 0	10 0	3 0	7	H. E. Holder, St. John, N.B.
70,295	Winona	Montreal	Barge—Chd	1874 Quebec, Que.	121 0	23 0	9 8	227	François Sauvé, Beauharnois, Que.
96,717	Winona	Ottawa	"	1890 Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,554	Winona	St. Andrews	Sloop	1896 Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	4	Edward Maxwell, Montreal, Que.
94,983	Wona	Toronto	Schr—Glt	Gloucester, Mass., U.S.A.	27 6	8 6	4 6	4	Wm. P. Eby, Toronto, Ont.
92,531	Wood	Ottawa	Barge—Chd	1887 Sorel, Que.	111 9	22 8	8 1	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parraboro'	Schr—Glt	1894 Parraboro', N.S.	74 5	25 0	6 4	68	James E. George, et al., Parraboro', N.S.
111,960	Woodward No. 1	New Westminster	"	1905 New Westminster B.C.	65 0	23 0	4 5	62	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
100,973	World's Fair	Chatham, N.B.	Schr—Glt	1893 Caraquet, N.B.	37 2	12 4	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O. et al., Caraquet, N.B.
90,857	Wrasse	Yarmouth	"	1889 Eel Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneman, Yarmouth, N.S.
103,079	Wren	Chatham, N.B.	"	1894 Shippigan, N.B.	34 6	12 5	4 8	11	T. Ahier, Shippigan, N.B.
103,183	Wren	Shelburne	"	{ 1895 } { 1900 } Shelburne, N.S.	52 0	13 4	6 7	22	A. P. Hamilton, Carleton Village, N.S.
100,225	Wym	Halifax	Cutter	1892 Dartmouth, N.S.	32 5	7 3	5 4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894 Lockport, N.S.	53 0	17 0	7 0	25	John and James D. Walker, Basin River Inhabitants, N.S.
111,519	X. 10. U. 8	St. John, N.B.	Sloop	1902 Jemseg, N.B.	37 2	17 3	4 1	19	J. D. Colwell, Jemseg, N.B.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
112,127	Yamaska.....	Lunenburg.	Schr—Glt .....	1903	Mahone Bay, N.S. ....	92 0	24 8	9 6	98	Peter B. Zwicker, <i>et al.</i> , Mahone Bay, N.S.
.....	Yamaska.....	Montreal.	Barge—Chd .....	1859	Yamaska, Que. ....	79 5	21 6	5 4	57	Wm. Graham, Vaudreuil, Que.
103,963	Yamaska.....	" .....	Sloop.....	1898	" .....	95 8	22 5	6 0	99	F. X. Martel, Ste. Croix, Que.
88,464	Yamaska.....	Quebec.	Barge—Chd .....	1873	Yamaska, Que. ....	107 5	22 6	9 3	140	Adelard Bourdon, Lanoraie, Que.
75,745	Yarmouth Packet.	Yarmouth .....	Schr—Glt .....	1878	Plymouth, N.S. ....	75 0	22 0	8 3	77	E. F. Parker, Yarmouth, N.S.
116,908	Yolanda .....	Parraboro' .....	" .....	1907	Parraboro', N.S. ....	78 4	23 1	9 0	77	David A. Huntley, Parraboro', N.S.
96,808	Youle .....	Halifax .....	Cutter .....	1891	Dartmouth, N.S. ....	33 5	7 3	5 4	6	Harry M. Wyld, Halifax, N.S.
75,722	Yuba.....	Yarmouth .....	Schr—Glt .....	1878	Green Cove, N.S. ....	42 0	14 6	5 5	15	Isaac A. Nickerson, Shag Harbour, N.S.
111,419	Yukon.....	Lunenburg .....	Schr—Glt .....	1900	LaHave, N.S. ....	96 4	24 7	9 7	97	Arthur Ritcey, LaHave, N.S.
116,807	Z. Gill .....	Sorel .....	Sloop.....	1906	Pierreville, Que. ....	104 2	23 0	7 6	126	Willie Gill, Pierreville, Que.
85,508	Zelena.....	St. John, N.B. ....	Schr—Glt .....	1883	St. Martin's, N.B. ..	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
107,917	Zelma.....	St. Andrews .....	Sloop.....	1897	Grand Manan, N.B. ....	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.



## SESSIONAL PAPER No. 21b

111,653 Zephir No. 1.	Quebec	"	1901 St. Thomas de Pierre-ville, Que.	74 4	18 8	5 4	50 Prudent Blais, Ste. Croix, Que.
100,920 Zephyr	Chatham, N.B.	Schr—Glt	1891 Caraquet, N.B.	36 3	12 4	5 0	12 The C. Robin Coils Co., Ltd., Halifax, N.S.
85,378 Zephyr	Halifax	"	1863 Mahone Bay, N.S.	40 5	14 4	5 5	16 Robert J. Slauchbenwhite, Terence Bay, N.S.
100,580 Zephyr	Montreal	Sloop	1892 Three Rivers Que.	62 6	16 6	4 9	33 J. Paquette, Champlain, Que.
116,449 Zephyr	Shelburne	"	1904 Port Saxon, N.S.	31 0	11 7	6 0	11 Samuel Greenwood and S. M. Greenwood, Port Saxon, N.S.
112,058 Zeta	Windsor, N.S.	Schr—Glt	1902 Cheverie, N.S.	132 0	32 0	12 0	335 Rodman Pratt, Cheverie, N.S.
103,486 Zillah May	Victoria	"	1896 Ballard, Wash., U.S.A.	77 3	20 8	8 3	66 Spratt Balcom, Victoria, B.C.
121,656 Zilpha	Yarmouth	Sloop	1904 Clarke's Harbour, N.S.	32 0	11 4	6 0	10 Martin Penney, Clarke's Harbour, N.S.
122,000 Zoraya	Lunenburg	Schr—Glt	1906 Tancook Island, N.S.	44 2	12 5	6 4	16 John S. Spindler, M.O., Rose Bay, N.S.
83,427 Zoulou	Weymouth	"	1883 Grosses Coques, N.S.	40 0	12 0	5 5	12 Louis N. Teabo, Plympton, N.S.
80,013 Zulu	St. John, N.B.	"	1870 Portland, N.B.	29 8	11 3	4 8	8 Edward Hampton, St. John, N.B.



(OFFICIAL COPY.)

JANUARY, 1908.

## SUPPLEMENT TO LIST OF VESSELS, 1907.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of January, 1908.

A—Ships for which Registers were opened ;

B—Ships whose Registers were closed in consequence of their having been wrecked, &c

F. GOURDEAU,

*Deputy Minister of Marine and Fisheries*

7-8 EDWARD VII., A. 1908

TABLE 1.—STEAMERS REGISTERED—VAPEURSENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. — Tonnage brut.	Registered Tonnage. — Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. — Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner and Address. — Armateur ou propriétaire gérant et adresse.
NIL											

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES AVOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Grément.	Built.—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. — Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. — Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
1220001	Alena L. Young	Charlottetown	Schr.—Glt	1878	Boothbay, Me., U.S.A.	52 0	17 0	7 0	35	Geo. Dunn, Murray Harbour, P.E.I.
*116733	Iena M.	Canso	"	1904	Port Hillford, N.S.	48 6	16 8	7 4	28	Clarence S. Stropie, Boylston, N.S.
1280332	Rosignol	Liverpool	"	1906	Liverpool, N.S.	119 5	30 2	11 0	199	Abram W. Hendry, Liverpool, N.S.
3 Vessels.										257

\* A recovered wreck.

## SESSIONAL PAPER No. 21b

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
116955 72951 100407	City of Grand Rapids. Clinton. Maple Leaf.	Sarnia, Ont. St. Catharines Hamilton, Ont.	91 292 22	Burnt. Broken up. Burnt.	August 28, 1907. January 26, 1907.
216—264	3 Vessels.		510		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
116517 107641 121863 36344 113100 80913	Acme. Cecilia Hattie L. M. Hazel Mary Alice. Meteor. Onandaga	Lunenburg. Windsor. Halifax. Lunenburg. Halifax. Lunenburg. Prescott.	91 299 88 71 58 99 320	Transferred to St. John's, Nfld. Wrecked. Sold to foreigners (Chilians). Transferred to St. John's, Nfld. Broken up. Transferred to Bridgetown, Bar., B. W. I. Foundered.	November 5, 1907.
	7 Vessels.		1,026		



(OFFICIAL COPY.)

FEBRUARY, 1908.

## SUPPLEMENT TO LIST OF VESSELS, 1907

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of February, 1908.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

F. GOURDEAU,  
*Deputy Minister of Marine and Fisheries.*

7-8 EDWARD VII., A. 1908

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
122,196	Salmon King .....	New Westminster...	1904	New Westminster, B.C..	28 8	8 6	3 2	7	4 10½	sc ..	Martin Monk and Charles Christian- son, New Westminster, B.C.

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig. — Gréement.	Hullt—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
125,974	Dredge Holland.....	Toronto ... ..	Dredge Drague	1906	Belle Ewart, Ont. ....	63 7	29 0	5 0	230	Gideon Kastner, et al., Warton, Ont.



SESSIONAL PAPER No. 21b

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
77,559	Beaver.....	Quebec.....	104	Broken up .....	July 26, 1907.
121,745	Bessie.....	Vancouver .....	10	" .....	
90,707	Dominion.....	Windsor, Ont. ....	304	Burnt.....	
103,895	Halifax.....	Vancouver .....	19	Broken up .....	
122,485	Raoul.....	Quebec.....	42	Burnt and foundered.....	
90,525	Vick.....	Chatham, Ont.....	9	Broken up.....	
6 vessels.....			483		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Net Tonnage. Tonnage net.	Cause assigned for Closing Register. Cause de la clôture du registre.	Date of Loss, &c. Date de la perte, etc.
92,474	Aquila .....	Charlottetown .....	149	Abandoned at sea. ....	December 8, 1907.
97,190	Arona .....	Windsor, N.S. ....	532	" .....	January 18, 1908.
111,412	Baden Powell ..	Lunenburg .....	94	Stranded. ....	November 23, 1907.
103,254	Frank and Ira ..	St. John, N.B. ....	98	Wrecked .....	January 5, 1908.
116,961	J. E. Garland ..	Digby .....	72	Transferred to St. John's, Nfld. ....	September, 1907.
83,267	Josephine .....	Annapolis .....	92	Broken up .....	" .....
116,910	Kenneth C. ....	Paraboro. ....	475	Transferred to Bridgetown, Barbados. ....	" .....
74,054	Laura E. Douglass ..	Barrington .....	39	Stranded .....	February, 1908.
122,459	Lena A. ....	Yarmouth .....	11	Transferred to St. John's, Nfld. ....	" .....
85,342	Leo .....	Lunenburg .....	165	Transferred to Bridgetown, Barbados ..	" .....
100,468	Messager .....	Quebec .....	41	Broken up .....	February, 1908.
112,318	N. N. Gray .....	St. Andrews, N.B. ....	13	Wrecked .....	February, 1, 1908.
103,703	Nebula .....	Yarmouth .....	24	Stranded .....	February, 1, 1908.
71,337	Onward .....	Paraboro. ....	15	Broken up .....	" .....
111,614	Paulette .....	Quebec .....	27	" .....	" .....
71,085	Precursor .....	Charlottetown. ....	46	" .....	" .....
111,617	St. Joseph .....	Quebec .....	34	Wrecked .....	November 7, 1907.
74,277	Trois Saumons ..	" .....	45	Broken up .....	" .....
103,893	Unity .....	Pictou, N.S. ....	248	Transferred to Bridgetown, Barbados. ....	" .....
111,555	Valkyrie .....	St. Andrews. ....	16	Wrecked .....	February 1, 1908.
	20 vessels .....		2,236		

(OFFICIAL COPY.)

MARCH, 1908.

## SUPPLEMENT TO LIST OF VESSELS, 1907

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of March, 1908.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

F. GOURDEAU,

*Deputy Minister of Marine and Fisheries.*

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
122548	Babine.....	Vancouver.	1908	Vancouver, B.C.....	47 7	10 0	5 6	24	16	5 sc	Cecil A. Whitaker, Sechart, B.C.
121948	James Morgan.....	Sorel.	1906	Hull, Que.....	52 0	11 6	4 8	21	8	4 sc	Edward A. D. Morgan, Montreal, Que
122389	M. E. Smith.....	Victoria	1907	Victoria, B.C.....	30 0	9 0	5 8	8	4	1 sc	Jas. Christensen, et al., Victoria, B.C.
122387	Princess Ena.....	"	1907	Garston, C.B.....	136 1	38 2	22 6	1368	827	75 sc	Canadian Pacific Railway Co., Montreal, Que.
122388	Sunburst.....	"	1908	Victoria, B.C.....	61 0	15 8	7 0	42	19	4 sc	Yonetari Kobori, Victoria, B.C.

SESSIONAL PAPER No. 21b

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig. — Gréement.	Built—Constructé en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
*92498	Athena.....	Windsor, N.S....	Bktn—Bkgtl....	1888	Newport, N.S. ....	164 4	36 5	16 1	705	663	Thomas C. Thomson, Mobile, Ala., U.S.A.
122287	Elfreda May.....	Shelburne.....	Schr—Glt.....	1908	Shelburne, N.S.....	79 0	22 8	9 1	87	78	Walter C. Patton, Grand Bank, Nfld.
121817	Emily R.....	Digby .....	" .....	1908	Meteghan River, N.S....	55 0	16 1	6 6	30	30	Elisee J. Robicheaud, Meteghan River, N.S.
122032	Florence E. Mel- anson.....	Weymouth.....	" .....	1907	Gilbert's Cove, N.S....	88 0	25 6	8 6	115	99	Capt. Dennis J. Melanson, Gilbert's Cove, N.S.
125989	Prince Guy.....	Montreal.....	Dredge—Drague.....	1903	Montreal, Que.....	99 5	35 0	7 2	304	261	William J. Poupore, Westmount, Que.
125970	Prince Louis.....	" .....	" .....	1902	" .....	72 6	33 6	6 6	270	206	" .....
122549	Vie No. 2.....	Vancouver.....	Scow—Chd.....	1908	Vancouver, B.C.....	57 3	18 3	2 5	54	54	Charles H. Cates, North Vancouver, B.C.
*85586	w ood.....	Windsor, N.S....	Barge—Chd.....	1883	St. John, N.B. ....	222 3	40 0	22	11492	1381	Daniel McG. Munroe, N.S.

\*Recovered wreck.

7-8 EDWARD VII., A. 1908

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS REGISTRES CLOS.

Official Number.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Net Tonnage. Tonnage net.	Cause assigned for Closing Register. Cause de la clôture du registre.	Date of Loss, &c. Date de la perte, etc.
92692	Alma T .....	Winnipeg.	11	Broken up.	
90442	Aurora .....	"	144	"	
107514	Olive May .....	Victoria	54	"	
88471	Red River .....	Winnipeg.	113	"	
103578	Shamrock .....	Collingwood	10	Wrecked	
112268	Surveyor .....	Montreal	31	Broken up.	
100303	Urania .....	Windsor, Ont.	424	Sold to foreigners. (Americans)	
96811	W. L. Davis .....	Sault Ste. Marie	37	Wrecked	May 9, 1907.
	8 vessels .....		824		

SESSIONAL PAPER No. 21b

TABLE IV.—SAILING VESSELS REGISTERS CLOSED—NAVIRES A VOILES REGISTRES CLOS.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Net Tonnage. Tonnage net.	Cause assigned for Closing Register. Cause de la clôture du registre.	Date of Lost, &c. Date de la perte, etc.
103373	Aberdeen.....	Winnipeg.....	130	Broken up.....	
92659	Annie.....	".....	30	".....	
90858	Arbutus.....	Pictou, N.S.....	32	".....	
111671	Dara C.....	Parrboro'.....	402	Transferred to Bridgetown, Barbados.....	
	Duluth.....	Montreal.....	337	Broken up.....	
	Ella G.....	Victoria.....	16	Wrecked.....	
116928	Eva Gertrude.....	Halifax.....	34	Transferred to St. John's, Nfld.....	February 2, 1908.
107320	G. A. Norman.....	Montreal.....	41	Broken up.....	
74243	James Daly.....	Yarmouth.....	162	Foundered.....	
107340	John Boyd.....	Halifax.....	193	Supposed to be out of existence.....	
84467	Katie.....	Arichat.....	11	Broken up.....	
94853	Keewaydin.....	Halifax.....	188	Condemned as unfit for use.....	
116519	Margaret E. Schwartz.....	Lunenburg.....	98	Transferred to St. John's, Nfld.....	
92797	Mernaide.....	Winnipeg.....	19	Wrecked.....	
88484	Nelson River.....	".....	219	Broken up.....	
116524	Olive Evans.....	Lunenburg.....	77	Transferred to St. John's, Nfld.....	March 1, 1908.
	Ouse.....	Montreal.....		Broken up.....	
116906	Perry C.....	Parrboro'.....	287	Wrecked.....	
85423	Regina.....	Montreal.....	411	Broken up.....	
116447	San Juan.....	Shelburne.....	42	Transferred to St. John's, Nfld.....	
100802	Selma.....	Victoria.....	21	Sold to foreigners. (Americans).....	
116860	Stella.....	Shelburne.....	77	Transferred to St. John's, Nfld.....	
107281	Success.....	Paspebiac.....	199	" " Bridgetown, Barbados, B.W.I.....	
92684	Sultan.....	Winnipeg.....	32	Broken up.....	
	Vassal.....	Montreal.....	106	Lost on Lake St. Peter.....	
88493	Winnipeg River.....	Winnipeg.....	205	Broken up.....	
	26 vessels.....		3,369		January 28, 1908.





(OFFICIAL COPY.)

APRIL, 1908.

## SUPPLEMENT TO LIST OF VESSELS, 1907.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of April, 1908.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

F. GOURDEAU,

*Deputy Minister of Marine and Fisheries.*

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built — Con- struit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur or propriétaire gérant, et adresse.
126072	Albani.....	Vancouver.....	1908	Vancouver, B.C.....	44 0	11 6	5 7	28	19	8 sc	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
126976	Charles Lyon.....	Toronto.....	1908	Toronto, Ont.....	280 0	40 0	19 9	1658	1127	161 sc	Folson Iron Works, Ltd., Toronto, Ont.
122197	Faultless.....	New Westminster.....	1907	New Westminster, B.C.....	102 0	21 0	10 5	145	95	39 sc	Westminster Towing & Fish Co., Ltd., New Westminster, B.C. Hali- fax, N.S.
122426	Hilford.....	Halifax.....	1908	Tancook, N.S.....	64 5	15 2	6 5	38	26	8 sc	The J. Foster, Rood Co., Ltd., Hali- fax, N.S.
122391	Jack Stuart.....	Victoria.....	1908	Victoria, B.C.....	60 0	13 0	3 5	36	18	6 sc	Archibald Stuart, Duncan, B.C.
126076	Knight.....	Vancouver.....	1908	Vancouver, B.C.....	44 5	12 0	5 7	21	14	4 sc	Richard E. Gosse, Vancouver, B.C.
122390	Port Simpson.....	Victoria.....	1908	Victoria, B.C.....	136 6	30 4	5 4	607	379	15 ps	Hudson's Bay Co., London, Eng.
122425	Seacrest.....	Halifax.....	1908	Tancook, N.S.....	49 5	12 7	5 6	18	12	6 sc	John W. Smith, M.O., Halifax, N.S.
122392	Western Slope.....	Victoria.....	1907	Sooke, B.C.....	42 8	14 0	6 4	19	12	1 1/2 sc	Richard Cairns, Victoria, B.C.

SESSIONAL PAPER No. 21b

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 <sup>es</sup> .	Breadth in feet and 10ths. Largeur en pieds et 10 <sup>es</sup> .	Depth in feet and 10ths. Profondeur en pieds et 10 <sup>es</sup> .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
122319	Annie E. Banks	Lunenburg	Schr—Glt	1908	La Have, N.S.	92 2	27 0	10 6	135	Alfred M. Banks, Halifax, N.S.
122315	Clintonia	"	"	1908	Lunenburg, N.S.	108 4	25 8	10 8	96	Wm. C. Smith, MO., Lunenburg, N.S.
122641	Cobalt	Ottawa	Barge—Chd	1873	Buffalo, N.Y., U.S.A.	146 6	26 6	11 4	307	James Buckley, Prescott, Ont.
123033	D. C. Milhall	Liverpool	Schr—Glt	1907	Liverpool, N.S.	70 5	18 4	7 1	42	Joseph E. Conrad, La Have, N.S.
126091	Delver No. 1	St. Catharines	Dredge—Drague	1908	Welland, Ont.	100 0	37 0	6 5	305	Dominion Dredging Co., Ltd., Ottawa, Ont.
126141	E. Daneau	Sorel	Sloop	1908	Pierreville, Que.	108 7	23 1	6 9	127	Willie Gill, Pierreville, Que.
122318	Elsie M. Walters	Lunenburg	Schr—Glt	1908	Lunenburg, N.S.	94 2	24 7	10 2	97	W. Norman Reinhardt, MO., La Have, N.S.
122642	Freepoint	Ottawa	Barge—Chd	1875	Clayton, N.Y., U.S.A.	145 0	26 4	9 8	276	James Buckley, Prescott, Ont.
122316	Goldie Belle	Lunenburg	Schr—Glt	1908	Mahone Bay, N.S.	88 2	24 2	9 2	79	Abraham Ernst, MO., Mahone Bay, N.S.
125962	Irma Bentley	Parrsboro'	"	1908	Port Greville, N.S.	151 5	35 5	12 4	414	George E. Bentley, Port Greville, N.S.
126073	Jack Canuck	Vancouver	Sloop	1907	Vancouver, B.C.	29 6	10 8	4 8	11	Robert K. Scarlett, Vancouver, R.C.
122920	Jessie Gertrude	Lunenburg	Schr—Glt	1908	Mahone Bay, N.S.	46 2	12 3	6 4	17	Charles Mosher, Canso, N.S.
121949	Lucien	Sorel	Sloop	1907	Sorel, Que.	110 0	22 2	7 4	136	Edmond Lizotte, Pierreville, Que.
126034	Russel H. Pentz	Lunenburg	Schr—Glt	1908	Liverpool, N.S.	99 8	25 6	10 3	99	Albert V. Conrad, La Have, N.S.
122317	Stanley Hubley	"	"	1908	Tancook, N.S.	45 8	12 6	6 4	18	William Hubley, MO., Indian Harbour, N.S.
122639	Theodore Voges	Kingston	"	1876	Black River, O., U.S.A.	103 2	24 1	7 9	132	Frank Barnhardt, Deseronto, Ont.

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
100148	Aberdeen.....	Winnipeg.....	26	Broken up.....	
92691	Athalasca.....	".....	105	".....	
107782	Beaver.....	Ottawa.....	8	Destroyed by fire.....	September 21, 1906.
103379	Brandon.....	Winnipeg.....	119	Broken up.....	
122326	Kenora.....	Vancouver.....	9	Wrecked.....	
99780	Laurie.....	Windsor, Ont.....	40	".....	
100141	Monarch.....	Winnipeg.....	106	Broken up.....	October 26, 1907.
107202	Princess Helen.....	".....	1	".....	
85423	Regina.....	Montreal.....	411	".....	
92619	Una.....	Port Arthur.....	12	".....	
193383	Widgeon.....	Winnipeg.....	2	".....	
	11 vessels.....		839		

## SESSIONAL PAPER No. 21b

TABLE IV.—SAILING VESSELS REGISTERS CLOSED—NAVIRES A VOILES REGISTRES GLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
111575	A. G. Nish.....	Toronto.....	43	Broken up.....	March 24, 1908.
122319	Annie E. Banks.....	Lunenburg.....	135	Transferred to Bridgetown, Barbados.....	
90450	Ark.....	Winnipeg.....	49	Broken up.....	
103372	Athabasca.....	".....	18	".....	
107780	Baden-Powell.....	Chatham, N.B.....	97	Wrecked.....	
92707	Bertha McKay.....	Winnipeg.....	158	Broken up.....	
100145	Carl.....	".....	32	".....	
88496	Conchiching.....	".....	105	".....	
96768	Elizabeth Ann.....	Port Hawkesbury.....	11	".....	
100737	Eventide.....	Windsor, N.S.....	97	Lost.....	
103390	Fairford.....	Winnipeg.....	437	Broken up.....	
100142	Fanny.....	".....	159	".....	
111416	Hugh John.....	Lunenburg.....	119	Transferred to Bridgetown, Barbados.....	
82194	I. B. Saint.....	Halifax.....	74	Wrecked.....	
10212	James R.....	".....	51	".....	
100146	Jay.....	Winnipeg.....	32	Broken up.....	
116325	John G. Walter.....	Parrsboro.....	209	Transferred to Bridgetown, Barbados.....	
100138	Lark.....	Winnipeg.....	39	Broken up.....	
88473	Laura.....	".....	35	".....	
121855	Mary A. Duff.....	Lunenburg.....	90	Missing since Feb. 17, 1908.....	
100348	Marjorie J. Sumner.....	Maitland.....	355	Wrecked.....	
107616	No. 2.....	Ottawa.....	31	Broken up.....	
64018	Ocean Bride.....	Halifax.....	23	".....	
103381	One.....	Winnipeg.....	17	".....	
8553	Onyx.....	Liverpool.....	99	Condemned.....	February 23, 1908.
111716	Palma.....	Lunenburg.....	249	Missing since January 11, 1908.....	
90443	Robert Evans.....	Winnipeg.....	29	Broken up.....	
102282	Two.....	".....	17	".....	
28 vessels.....			2,810		

20









